

Old Kent Road Area Action Plan

Summary of key issues raised in consultation responses to the survey questions

February 2017

Introduction

Between June and November 2016 Southwark Council consulted on a draft version of the Old Kent Road Area Action Plan (OKR AAP). A questionnaire survey with nine questions was prepared to help people to respond to the draft plan.

Southwark Council officers are now working through the over 1000 responses received which raise many important points for consideration. A summary of the key issues highlighted in response to each survey question is provided below along with key percentage statistics¹. We have made this publicly available so that those interested can read and understand the range of views expressed.

The analysis of these consultation responses, along with additional evidence base work, will inform the development of a revised 'Proposed Submission' version of the AAP. This is due to be consulted on in autumn 2017. Alongside the revised draft plan we will publish a number of supporting documents, including a consultation plan which will set out a systematic analysis of the consultation responses received and the Council's comments on each.

Summary of responses to survey questions

A brief summary of some of the key issues raised by respondents is provided below under each survey question in turn. Issues highlighted most frequently are highlighted in bold and underlined, with issues highlighted slightly less frequently in bold but not underlined. Issues are grouped under thematic sub-headings.

Question 1: Do you agree with the overall vision for the Old Kent Road?

Over the next 20 years the Old Kent Road opportunity area will be transformed, becoming increasingly part of central London and helping provide the new homes and jobs that London needs. There will be two new stations on an extension of the Bakerloo line as well as other infrastructure such as schools, health facilities, public realm improvements and open space.

Responses:

Yes	No	Not Answered
75%	9%	16%

Affordable Housing

- **Vision fails to explicitly set out the anticipated quantum of affordable homes to be delivered over the course of the plan period.**
- **Concern the Council will not ensure the delivery of a sufficient supply of affordable homes to meet the existing and future needs of the local population.**

¹ Please note that due to rounding figures may not always add up to 100%.

- **The planning system should be stronger in implementing the provision of at least 35% affordable homes in residential schemes. Planning permissions should be refused for applications which do not meet this target.**
- The Council should go further and adopt the Mayoral aspiration, requiring 50% affordable on all new housing developments.
- The AAP should provide greater clarity in detailing what type of homes fall within the category of 'affordable housing'.
- Opposition to Starter Homes - these types of homes should not be considered as affordable housing by the AAP.
- **The delivery of social housing should be prioritised over the delivery of all other types of affordable housing.**
- There should be no net loss of social housing and right to buy privileges should be removed on any new social housing delivered to maintain a stable supply.
- Concern regarding the potential implications of estate renewal programmes, in terms of the risk of a net loss in the amount of social housing reprovided and inadequate measures in place to compensate existing residents who might be displaced.

Bakerloo Line Extension

- **The success of the AAP is almost entirely dependent upon the delivery of the Bakerloo Line Extension, but this has not yet been granted full approval.**
- One of the Bakerloo Line Extension stations should be situated close to Bricklayers Arms roundabout.
- The Bakerloo Line Extension should extend as far as New Cross in order to connect with Overground Services and alleviate pressures on the Overground network.
- The Bakerloo Line Extension should go via Camberwell and Peckham instead of along Old Kent Road.
- **Criticism of the high costs associated to the Bakerloo Line Extension. Suggestions that alternative cheaper options should be explored, including consideration of overground rail transit solutions.**
- The delivery of the Bakerloo Line Extension and CIL revenue raised from the delivery of 20,000 homes are interdependent.

Congestion

- **The success of the vision will hinge upon efforts to alleviate Old Kent Road's issues of congestion and air pollution associated with the high volume of traffic running along it.**
- **The AAP should provide more detail of interim transport measures to support the population growth anticipated in advance of the Bakerloo Line Extension becoming operational.**
- **Old Kent Road's status as a strategically important route serving central London should be recognised. Some respondents were concerned that the proposals will be harmful to this key function.**
- The aspiration for Old Kent Road to become a thriving high street of shops, business space, leisure, civic and cultural uses is incompatible with the current heavily congested and busy nature of Old Kent Road.
- The proposals should seek to reduce the number of lanes for cars along Old Kent Road and enforce a restrictive speed limit as part of traffic calming measures.
- Pedestrian routes should be promoted, some suggesting including a walkway through the centre of Old Kent Road.

Cycling

- **A well-represented cycle community led by Southwark Cyclists and the London Cycling Campaign have advocated a number of measures to improve cyclist experience and cycle safety along OKR. Suggestions included:-**

- The implementation of 2.5m wide protected cycle lanes along the whole length of OKR to be delivered in the short term (2-4 years).
- All highway development within the AAP should be designed to London Cycling Design Standards (LCDS).
- Improved crossings along OKR and safety at junctions.
- Extension of the TfL bike hire scheme to serve the AAP area.
- The provision of cycle parking, including a mix of indoor/managed parking, rentable lockers, bike hangars, and kerbside Sheffield stands.

Density

- Concern that the densities proposed will deliver an agglomeration of tall buildings and create a corridor effect along OKR.
- Opposition to the notion of OKR becoming a part of central London, including the extension of the Central Activities Zone. This will lead to the potential loss of the existing character and communities of OKR.

Displacement

- **Existing residents and businesses will be priced out of the area and displaced in preference of higher-value uses.**
- **This point is linked to the topics regarding ensuring an adequate supply of affordable homes and affordable workspaces to ensure the delivery of the vision will benefit everyone, particularly lower-income families.**

Delivery

- Several developers have raised apprehensions regarding the fragmented land ownership within the AAP area and the impact this may have on the vision achieving its aspirations. Some point to the risk of high-value site allocations being cherry-picked and others lagging behind or lying dormant which would have a negative impact upon the perceived success and further inward investment of OKR.
- Calls for the council to take a more active role and use its powers of compulsory purchase where necessary to steer a more co-ordinated delivery and assist in the delivery of the more complex sites, including the remediation of contaminated land, to facilitate more cohesive delivery.
- Some developers have suggested that the AAP is overly directive and does not allow sufficient flexibility for developers to deliver viable schemes.

Question 2: Do you agree with the strategy of transforming the industrial land and retail parks around the Old Kent Road into mixed use neighbourhoods which provide homes and jobs?

By making more efficient use of space we can increase the number of jobs in the area and provide land for housing. There will be a range of types of homes including new council homes and private rental homes for middle income groups. New neighbourhoods will also have space for businesses and supporting infrastructure such as schools and health facilities.

Responses:

Yes	No	Not Answered
74%	7%	19%

Employment

- **No, the proposals will not cater for local businesses; existing independent businesses will be priced out of the area in favour of big chain stores.**

- **No, the loss of industrial land will change the areas economic profile and job opportunities. Many of the existing residents are dependent upon the existing employment mix for their jobs and livelihoods. These groups will be unable to access employment opportunities presented by uplift in office space.** These issues are related to the wider topic of concern regarding the potential displacement of local residents and businesses that will no longer be able to afford the rents along OKR.
- **No, the existing retail parks are well-used and provide an important function and service for local residents and the surrounding area.**
- **Yes, provided the proposals deliver a diverse employment base, including affordable workspace and studios facilitating the concentration of creative industries to avoid a one-dimensional office-type economy.**
- **Yes, there are large areas of industrial premises which are incompatible with residential areas. A transition away from this type of industry will create healthier and sustainable neighbourhoods.**
- Yes, the retail parks and industrial areas are an eyesore which has a negative impact upon the aesthetic appeal and air quality of OKR. A shift towards high quality residential and retail areas is welcome.
- It is important that the industrial estates are not overrun with new housing as these provide an important employment function. In addition, the existing retail parks will provide important services for new residents in the area.
- Promotion of evening and night-time economy uses would be welcome to revitalise the area and add a vibrancy which is currently lacking.
- The Royal Mail's Southwark & Rotherhithe Delivery Office provides an important function and a number of respondents request it either be retained or an adequate nearby replacement facility provided in advance of the existing facility closing.

Housing

- **Yes, OKR has capacity to accommodate significantly higher densities which will supply substantially more homes and employment opportunities.**
- **The delivery of so-called affordable homes would need to be genuinely affordable, not the exclusive developments that we are increasingly seeing across London which are inaccessible to lower-income families.**
- OKR is one of the few areas close to London which is still affordable for both residents and businesses. Redevelopment must not compromise the affordability element.
- **Yes, provided a significant proportion of the homes delivered are affordable as there is no direct reference to the anticipated numbers with regards to this.**
- Yes, people who do not have homes can finally secure one. The opportunity of OKR must be captured to deliver a vibrant new residential area complemented by employment uses and within striking distance of central London.
- The Old Kent Road is very close to central London and there is a desperate need for housing in and around central London. This would make Old Kent Road an ideal location for increased housing.
- Social housing should be prioritised over the delivery of all other affordable housing types to address the needs of the existing communities.
- Housing delivery should address the need for family homes, not predominantly 1 or 2 bedroom flats.
- New housing should be car free to promote sustainable transport modes and improve air quality.

Social Infrastructure

- There is no lack of retail parks and space for more in nearby areas. By releasing these areas for development, OKR will be able to **deliver much-needed housing and supporting infrastructure, such as schools and healthcare facilities.**
- Concern that social infrastructure is already at capacity and the delivery of substantial residential units will mean services and facilities will be further stretched.
- Supporting social infrastructure should be in place in advance of the delivery of substantial housing to ensure there is a strong base to support the expanding populations.

- Housing and employment uses should be complemented by cultural, retail, leisure, restaurant and bar developments to ensure OKR becomes self sufficient in respect of entertainment.

Public Realm and Urban Design

- Yes, provided development is complemented by plenty of urban greening, public spaces, playspace, cycle ways and green routes.
- Some respondents highlighted the importance of the car parks in retail parks, whilst others suggested these large car parks create a desolate appearance.
- If these car parks are lost, measures should be in place to ensure issues associated to on-street parking along OKR are not exacerbated.
- Concern that the proposals will lead to uninspiring tower blocks causing the character of OKR to be lost.

Delivery

- Concern that development being led by private sector developers will lead to land banking and sites remaining undeveloped until the Bakerloo Line Extension is operational.
- The success of the proposals to deliver sustainable residential neighbourhoods and thriving employment areas will hinge upon the timely improvement of transport connections.

Question 3: Do you agree with our proposals to give greater protection to the area’s heritage and create interesting and attractive neighbourhoods with high quality streets and public spaces and well designed buildings with a range of building heights?

New streets and buildings will have a high quality of design and create neighbourhoods that are easy to move around in and which develop their own character and sense of identity. There will be a range of building heights, including tall buildings (above 10 storeys) and where they can help create more public space at ground level. The Old Kent Road has a history stretching back 2,000 years. The AAP gives protection to heritage buildings and aims to improve their surroundings, allowing the area’s heritage to be better understood and appreciated.

Responses:

Yes	No	Not Answered
72%	7%	21%

Density and Design

- **Yes, Old Kent Road is in dire need of revitalisation to create a more vibrant urban area.**
- **Tall buildings must not detrimentally impact upon the amenity of neighbouring properties, including overshadowing and associated daylight & sunlight concerns.**
- **No, the densities proposed are inappropriate and will result in the loss of character around Old Kent Road.**
- The absence of concentrations of tall buildings is what makes Old Kent Road distinctive and attractive.
- Yes, a minimum building height should be applied along Old Kent Road to encourage urban conformity.
- Tall buildings should demonstrate exceptional design quality and tower blocks should be avoided.
- Old Kent Road needs radical change and transformation to remove its negative imagery.
- A mixture of new and old would be welcome but must be well thought out to deliver a suitable blend and transition where appropriate.

- Tall buildings should be delivered at identified nodes to mark arrival points and aid wayfinding along OKR but an overconcentration similar to Elephant and Castle must be avoided.
- A clear set of design principles should be established for the AAP area.

Urban Design

- **Tall buildings should not be overbearing on the surrounding urban area and public realm.**
- **Any schemes should incorporate the provision and improvement of greenspace and public spaces. This must not be overlooked in proposals to increase the urban density around OKR.**
- The public realm surrounding development plots should be significantly improved and create a safer urban environment.
- The layout of development should be carefully considered to create a legible environment with clear pedestrian and cycle ways.
- Remove the flyover at Bricklayers Arms which is an eyesore.
- Clear direction and guidance should be provided to ensure areas between tall buildings do not become 'dead spaces'.

Neighbourhoods

- **These attractive neighbourhoods must provide affordable new homes accessible for the existing community and lower-income families.**
- Existing residents must not be priced out of the area as a result of development proposals.
- Densities should be maximised to deliver as many homes as possible and help to address London's housing shortage.

Heritage

- **It is essential to protect the heritage of the local buildings around the Old Kent Road to ensure they are not lost by proposals.**
- **The proposals should seek to safeguard and highlight Old Kent Road's heritage assets.**
- New buildings should respect the surrounding heritage assets where they are situated.
- The Council should identify a list of heritage assets and buildings of townscape merit to be protected around OKR in advance of any development taking place.
- Old Kent Road should capitalise on its heritage asset to promote tourism in the area.
- As well as protecting heritage assets, proposals should seek to restore dilapidated buildings which are of heritage or townscape merit.

Economic

- **Support for the creation and improvement of inclusive neighbourhoods but concern that these neighbourhoods will not be affordable for the existing community.**
- **The proposals to create a mixed-use neighbourhood must not come at the detriment of Old Kent Road maintaining its core function as a strategic route in and out of central London.**
- Proposals should reintroduce a more vibrant night time and evening economy, including the reopening of public houses which have been lost.
- The small industrial uses should be retained as these uses provide employment opportunities for the existing community.
- New retail proposed should cater to all groups so as to ensure that Old Kent Road does not become an exclusive destination.
- **Local independent businesses must not be priced out the area due to rising rents.**

Other Matters

- Proposals should acknowledge the concerns of the existing communities. These people should be continually consulted as plans are progressed.

Question 4: Do you agree with our strategy of integrating space for businesses into mixed use neighbourhoods and increasing the number of jobs in the area?

The AAP promotes a change from large scale industrial uses and warehouses to new business premises which will help meet growing demand for offices and managed workspaces, as well as light industry, artists' studios and low cost space. Employment and training opportunities will be targeted towards local people and support will be available for local businesses. Jobs will also be generated in a range of sectors including education, retail and leisure.

Responses:

Yes	No	Not Answered
73%	5%	23%

Jobs

- **Support for new job opportunities and jobs for local people – jobs for young people and training opportunities by a wider pool of employers**
- **Genuinely affordable housing is needed for people to live nearby to low cost work space and travel to their place of work via foot or cycle**
- **Build involvement with local schools for training opportunities –encouraging locally grown talent and building start-ups/entrepreneurism/self-employment**
- **Encourage employers who offer London Living Wage**
- **Jobs should be specialist skills for a variety of industrial businesses not just retail and office unskilled/low wage**
- Increasing the number of jobs in the area will give people who whose jobs may be displaced other opportunities in the area
- Jobs generation over a smaller area of floorspace can be achieved by looking at alternative new commercial uses
- Concern that removal of industry/warehouses and creating new managed workspaces/offices will not provide more job opportunities for local residents.

Transport and businesses

- Transport systems need to be more regular and reliable for businesses to operate successfully
- Better transport is needed to attract employees
- Consideration should be given to freight consolidation
- More local jobs would ensure better use of active travel and less cars, reducing commuting times for local residents
- Concern about heavy lorries
- Bakerloo Line will help commuters into and out of the area supporting the businesses
- Reduce car parking and vehicular traffic– improve bikes and public transport for commuters
- Make sure there is enough car parking for businesses

Industry/function of the area/mixed use

- **Mixed use supports a vibrant society integrating living, working, activities and leisure. It is important this mix is genuine and benefits the existing community. Promoting mixed use should improve community spirit.**
- **Support for affordable artists studios and small business, workshops and manufacturing space rather than offices/financial hub – there is some scepticism over demand for offices.**
- **It is important to retain some industry in the area which is important to the character and function of the existing area particularly creative and independent businesses.**
- **Replacing large scale industrial uses with lighter industry and meeting demand for flexible workspaces is supported**

- **Support for co-working space and micro-businesses, low cost space and co-operatives, incubator spaces**
- **Imaginative design solutions are required to successfully integrate genuinely mixed use neighbourhoods with industry, housing and green/community spaces**
- **The area could be made more attractive to businesses**
- **No appetite for chains in businesses or retail**
- Support for the mix of housing and businesses, especially SME's and avoiding quiet, 'ghost town' like industrial areas - keep areas populated and active at all times of the day and night, improve public realm, air pollution and lighting making vibrant neighbourhoods and improving environment for businesses
- Inner London no longer appropriate for large scale industry especially large vehicles and traffic – a mixed economy and variety of local employment should be encouraged here
- Question whether there is a decline in manufacturing, the area functions well as an industrial location
- There is a requirement to plan positively for uses that cannot easily or successfully integrate with a residential population.
- More variety of businesses and a mix of office and creative spaces would be encouraged
- Already unused business spaces and retail units could be better used rather than new spaces
- The OKR currently serves a function for local residents – it will be important to retain these facilities that benefit the community – e.g. waste site, royal mail, builders merchants, trade counters
- There should be opportunities for businesses to expand
- Concern units may be left empty on ground floors
- Ground floor space zoned for businesses and retail seen as appropriate use of space
- Expand employment clusters to encourage more dispersed and integrated industrial workspaces
- There could be a risk of oversupply
- Will help improve evening economy and attract visitors from London
- Mixing of uses can cause problems – e.g. late night economy
- Fit out and quality of spaces is vital to get right ventilation, sound proofing, light, windows, ease of access and privacy are all of the utmost importance especially for creative industries.
- New commercial buildings should be flexible and adaptable, capable of accommodating a range of different activities.

Creativity/sectors

- **The Old Kent Road area is already home to creative industries, artists and workspaces. The strategy could build on this to encourage a creative hub to give the area an identity**
- **Support for arts and creative industries, artistic community, arts scene, creativity (music, writing, visual art) to create a buzz to the area**
- Dedicated artist's zones or creative enterprise zones would be encouraged
- Cultural, artistic and food industries should be given priority over industrial
- Providing low-cost gallery, studio and general exhibition/project space would be a very good investment.
- The Old Kent Road could build on the growth of tech jobs - businesses will need fast broadband
- Spaces for music, theatre and dance – studios affordable and fit for purpose
- The council should support migrant and ethnic businesses operating in the area

Affordability

- **Concern that existing artists and small businesses will be displaced by rising rents and lack of affordable space – how will the council ensure existing businesses can remain? This is important to preserve the local diversity and history of the area.**
- Cheaper office space would be helpful for start-ups and SME's
- There are already many existing work spaces and other light industrial units and artist studios which are genuinely affordable and should be protected

- More guidance should be given on affordable workspace and the mechanisms for securing it
- Local, independent, established businesses and start ups should be incentivised with lower rents/subsidies/low business rates

Consultation

- Concerns about lack of consultation with local businesses

Question 5: Do you agree with our aim of revitalising the Old Kent Road as a high street with shops, cafes, restaurants, leisure and other facilities?

Revitalising the Old Kent Road as a high street will build on its existing strengths and also reflect its historical importance as a high street which was once a destination with shops, civic amenities, cinemas and entertainment venues.

Responses:

Yes	No	Not Answered
75%	6%	20%

Broadly supportive comments

- If we can attract good leisure facilities/entertainment venues (e.g. cinema, theatre)
- Yes, **but not with generic, characterless retail and restaurant chains**. It needs an inclusive redevelopment process that retains the personality of the area with small, independent stores/boutiques and a multi-cultural offer that is affordable to local people e.g. through support for local small businesses (retail, cafes, etc) and maintaining small units at affordable rents
- Yes, but heavy traffic and associated noise and air pollution on OKR is a big problem, need to provide quieter spaces away from the OKR for lingering e.g. a street running behind the first block of buildings to provide a nice environment for sitting outside a café or restaurant; or enhance the offer on existing adjoining streets
- Street needs to be more vibrant with **more diversity of high quality shops and mixed use** (not just fast food, hair dressers and nail bars) so that there is higher footfall and it feels safer
- Support this aspect of the development strategy
- If we can attract respected retail brands / create a more appealing high street offer
- More outside dining on the wide pavements
- Area is an eyesore, need to close down the run-down premises and tidy it up
- If it means getting rid of the many bad fast food outlets
- Yes, but fear the density, height and quality of the buildings

Objections

- It will change the nature of the area, the existing vibrant high street of local and independent businesses (valued for their economic and cultural contributions to the community) will be priced out and replaced by big chains
- The road is a main arterial route into and out of London (needs to be fast and convenient), it will never be a pleasant high street. Better option may be to create local high streets running off OKR and providing high quality crossing points
- We need space for affordable artist studios, workshops, printing presses, garages, builders yards, forges, gardens and parks – not another high street
- It will make it more busy and stressful to live in

Wider comments about what change should provide

- Would need to restrict OKR traffic to assist process of creating a people friendly high street

- **Some retail parks and large supermarkets on the OKR (e.g. B&Q, Halfords, Asda, Tesco) are key resources for the local community and easy access brings visitors to the area – is there a way to incorporate these?**
- **Good quality cycling provision is essential i.e. abundant cycle parking and wide protected cycle lanes (has benefit of providing buffer between traffic and pavement)**
- Need activities and sports facilities, including for young people, such as gyms, sports centre with swimming pool, 5-a-side pitches, tennis
- Needs banks and more doctors surgeries
- Need a clear strategy for delivering social infrastructure, including dedicated community meeting space, places of worship and voluntary sector premises
- Need more community meeting places e.g. cafes, bars/pubs
- Need good cultural and civic amenities (e.g. libraries) and spaces for local entertainment (about protecting existing as well as creating new)
- It is important that the heritage and history is reflected
- Adequate pedestrian crossings will be essential to link the two sides of the road

Question 6: Do you agree that the Bakerloo Line extension should be a key part of our overall vision for the area?

Transport for London (TfL) is proposing to extend the Bakerloo Line to transform the accessibility of the area around the Old Kent Road, New Cross and Lewisham, bringing the Old Kent Road within a 15 minute tube ride of Oxford Circus. It will also help deliver the homes and jobs that London needs.

Responses:

Yes	No	Not Answered
77%	5%	17%

Do not support

- **Tube unnecessary as a key part of the vision – the Council should commit to improving/developing the area with or without it, esp. as delivery is underfunded and very uncertain at this stage**
- Enough regular convenient busses
- Will push up house prices/rents/gentrify/only be for rich
- Should have monorail instead
- Where will the funding come from? Do not want the council to pay for it
- Will only fuel pressure to deliver new homes which there is not room in the area to build
- There are other more affordable and viable transport options which have not been fully explored
- Too disruptive and expensive

General support but concerns

- **Need protected cycle lanes as well as/instead of now**
- **Concerned that the tube will increase rents and make the area unaffordable for renting and buying homes**
- **Should have station at Bricklayers Arms**
- Train stations can be unsafe at times (aka increased crime?)
- Support/neutral, subject to disruption caused by construction being minimised
- Reinstate former OKR overground station and link with Bakerloo Line Extension

- Should also go to Camberwell, Walworth and Peckham
- Support but should also deliver surface transport solution and reduce reliance on buses which can't cope already
- Deliver cycle hire stations also
- Should be delivered before 2030 if at all possible
- Also need more links across and to other parts of the borough which are currently disconnected
- Stations in the wrong place to be integrated into wider transport network (reasons why not given)
- Ensure bus network improves/remains adequate alongside Bakerloo Line Extension delivery
- Prioritise housing for families or tube will lead to too many single people renting expensive housing for quick commutes owned by rich
- Will need more parking as a result of more people
- Prioritise development for existing workers in the area – a modern industrial quarter to be proud of, offering the best design, building firms, printing, architectural practice, fabric production, photographic studios, art production and mechanical engineering
- Need to include plans for electric vehicle infrastructure, particularly for commercial vehicles which make up the majority of London's road traffic, esp. in this area
- Bakerloo Line Extension must support growth, development must contribute to transport improvements to meet the increased demand
- Old Kent Road must retain its function as a strategic traffic corridor and other transport related functions of the AAP area must be protected or suitably relocated prior to any displacement from development, including Mandela Way Dial-And-Ride and bus depot, bus standing at Tescos and taxi repair businesses.
- Should clarify/firm up and communicate anticipated delivery details of Bakerloo Line Extension.

Wholehearted support

- Buses slow, congested, overcrowded
- This is the single most important element of the plan
- Will bring prosperity to the area
- Will help to reduce relieve pollution
- Will make the area accessible and attractive to new businesses and employees
- Regeneration will fail without the tube extension
- The underground should extend further than planned (not clear if aware of Lewisham station or if referring to beyond this)

Not answered

- Should have a plan B if tube not deliverable, such as trams
- Cost should not go to residents/local area
- Need protected cycle lanes as well as/instead of now
- Consider local, affordable zip/hire/share scheme for shared commercial vehicles for local employers and SMEs
- The plan should not depend on Bakerloo line extension, which remains underfunded and uncertain.

Question 7: Do you agree with the general locations for new Underground stations?

Two new Underground stations are proposed on the Old Kent Road, one between East Street and Burgess Park and the second between Commercial Way and Brimington Park. TfL will carry out more detailed consultation on the station locations in the future.

Responses:

Yes	No	Not Answered
68%	8%	25%

Do not support

- Will be too expensive and disruptive
- Tube next to Burgess park will spoil its tranquil nature
- Insufficient technical information within the plan to make informed comment

General support but concerns/comments

- **Need three stations, the two consulted on and one up at Bricklayers Arms**
- **Have the northern most station at Bricklayers Arms**
- Need southern one further down to link with New Cross Overground
- Should link with New Bermondsey Overground for interchange
- Should link up with re-instated OKR overground station on rail bridge over Old Kent Road/New Cross Road (Ilderton)
- Should link up with Queens Road
- Need interchange between Overground and Bakerloo Line Extension
- No staggered crossings to the stations
- Have entrances on the side streets rather than the main road
- Don't call the Tesco station "OKR Tesco"
- Need stations in Camberwell and Peckham

Wholehearted support

- General support for the broad locations indicated in the draft plan in lots of the responses.

Question 8: Do you agree with transforming the Old Kent Road into a modern boulevard with improved public realm for pedestrians, protection for cyclists and improved bus infrastructure along its entire length?

The AAP envisages the transformation of the Old Kent Road making it a much safer and more attractive environment for people walking and cycling and also increasing bus capacity.

Responses:

Yes	No	Not Answered
87%	4%	9%

Cycling and walking

- **Providing cycle lanes is important, ideally fully segregated 2.5m lanes on both sides of OKR, as this is currently very dangerous for cyclists** (some also highlight need for prioritised or re-designed junctions and sufficient cycle parking/storage)
- **Cycle lanes benefit cyclists but cause significant delays for many other road users and should not be installed on the OKR. It might be better to upgrade "back" street routes for more cycle use**
- Extend cycle hire scheme to area
- Need smarter traffic lights to better manage traffic flows e.g. make pedestrian crossing traffic lights demand only at night when it is less busy; better phasing of traffic lights
- Width of Old Kent Road should allow for more pavement life and higher quality, decluttered public realm for pedestrians
- Safer crossings are needed, ideally single phase

Parking and servicing

- Ensure that there is sufficient parking for cars and that drivers are not overly penalised
- Support new development having limited car parking
- Successful regeneration requires consideration to protecting the needs of existing businesses (e.g. parking, servicing) so that they can continue to operate successfully.
- Concerned that high density of development could conflict with the needs for off-street servicing
- A strong servicing strategy is needed, where service routes are segregated from the pedestrian thoroughfare, enhances the ease of movement, legibility and safety

Bus services

- Need better bus infrastructure/ bus services, but some concerned buses are already full to capacity with little scope to make it any better on Old Kent Road. Some suggest need more alternative bus routes e.g. Rotherhithe New Road
- Need to ensure improvements to bus and cycle infrastructure connect properly into wider network (some respondents highlights opportunities as part of removing Bricklayers flyover and also the need to integrate with provision in Lewisham)

Other comments

- **Traffic, air pollution, general attractiveness of the place could all be improved, but the Old Kent Road is a major arterial road, what will happen to the traffic? Need to be realistic. Some concerned that improvements to Old Kent Road for cyclists and pedestrians would displace traffic onto other roads, especially given space constraints**

- **More trees, green areas and green links are needed**
- AAP should make more of existing assets such as Burgess Park
- See answers to question 8, including creating pedestrian friendly high street areas away from traffic of Old Kent Road; and need to ensure redevelopment benefits local people and does not push them out
- Any improvements to increase safety and the flow of traffic would be positive
- Unclear what is meant by 'boulevard'
- The plan should discourage the use of the Old Kent Road as a busy route into London for HGVs
- Improvements should not be at the expense of traffic flows on Old Kent Road or commercial servicing
- Reducing traffic speed and overall car traffic would improve the Old Kent Road and make it a much friendlier location
- Need to maintain the old culture and character of the area
- Need to encourage electric vehicles to improve air quality, including cleaner fuelled buses

Question 9: Do you agree with our proposals for improving green infrastructure and compliance with measures to improve the environment?

We want to improve existing public open spaces, providing new open spaces and getting a great network of green links between them. We are also proposing to take measures to improve air quality, reduce the risk of flooding and reduce carbon emissions.

Responses:

Yes	No	Not Answered
78%	2%	19%

Agree

- **Yes, need to explain how very poor air quality and noise will be addressed and measures enforced. E.g. Will polluting HGVs be limited? Will this only be achieved if the underground stations are in place first?**
- **Yes, there cannot be enough green spaces and they are the heart of the area. Burgess Park is great but new small to medium open spaces are needed and improvements to existing spaces too**
- **Yes, a cycle superhighway/segregated lanes are needed, other cycle links and more bike storage**
- **Yes, private car use should be discouraged and walking, cycling and taking the bus encouraged. Congestion charge could be extended to the area. Pedestrian crossings could be improved**
- **Yes, people should have space for wellbeing, recreation and a sense of belonging. More places should encourage food growing and learning how to improve the environment. Spaces should also have habitats for wildlife.**
- **Yes, having routes linking green spaces to encourage walking and cycling is a good idea and green corridors for wildlife. They could be better explained; the impacts of routes and how to accommodate cyclists and other users needs to be thought out; and links to Aylesbury / Walworth included.**
- **Yes, reducing flooding is important e.g. providing front gardens rather than car parking for drainage. Need sustainable drainage, rain water capture and grey water re-use**
- **Yes, carbon emissions should be reduced and buildings should be sustainable e.g. insulation, solar panels, using hot air from tube for heating**
- **Yes, recycling should be encouraged**

Disagree

- **No, Burgess Park and other spaces are sufficient, improvements would not benefit local people**
- **No, not enough green space is proposed and the community should be more involved in its planning**
- No, proposals are unfair on motorists and road space should not be sacrificed for cyclists
- No, proposals would be greener with less demolition and without the tube
- No, need to address light pollution at night and loss of sunlight in the day

Wider comments

- **Need to know how all environmental improvements will be achieved and ensure developers are held to account. Improvements should happen soon.**
- **Need to protect existing green space, heritage (retain gasometers), trees and biodiversity, with a net gain for biodiversity. Sometimes habitats should be left alone.**
- **Need to ensure open spaces are maintained and accessible to all; some existing ones are not looked after. They need sunlight. Community maintained open space or allotments can boost community cohesion and there are experienced groups locally**
- **Need to consider how to landscape development to improve quality of life and how higher levels of development could make the area greener e.g green walls and roofs**
- **Need more trees, particularly on streets, improving air quality e.g. boulevard of trees on the Old Kent Road**
- Open space should not be delivered at the expense of vibrant industry.
- More attention could be paid to Bricklayer's Arms, the flyover could be removed or turned into a garden bridge and another tube station built
- Need to adapt buses and trucks and pressure TFL to introduce purely electric or hydrogen busses, rather than hybrids as they almost always run on petrol
- Need to maintain road capacity for all users including those with mobility issues and traffic flow to reduce air pollution. Timed segregation of cycle lanes could help.
- Need to know whether traffic will be moved to another area increasing pollution there
- Need to recognise the community and recreational value of gypsy and traveller sites