

Lower Road Two-Way Streets and Cycleway 4 consultation

Summary Report

March 2020

Introduction

This report has been produced to provide a summary on the consultation exercise for proposed Lower Road Two-Way Streets and Cycleway 4. The proposals are located , in Rotherhithe Ward. .

The proposals are summarised below:

- a. All roads are made two-way, except for Cope Street, Croft Street and a small section of Hawkstone Road
- b. Lower Road between Rotherhithe Old Road and Redriff Road becomes bus and cycle only to enable connections with Cycleway 4 and the Rotherhithe Cycleway
- c. The through route for traffic becomes Rotherhithe Old Road, Rotherhithe New Road, Bush Road and Bestwood Street
- d. A segregated two-way cycleway is provided along Lower Road, and forms part of the proposed Cycleway 4 route
- e. Straight ahead movement introduced from Plough Way into Rotherhithe New Road
- f. Five new pedestrian crossings
- g. Public realm improvements including new planting
- h. Three trees removed, with 13 new trees provided.
- i. Amendments to some bus routes

These proposals are the result of two projects that have been amalgamated:

- Lower Road two way working.
- C4 forms part of the larger scheme, which will provide a continuous segregated cycle route between Tower Bridge and Greenwich through Bermondsey, Rotherhithe and Deptford. . Additionally, this scheme will connect to the proposed Rotherhithe Cycleway.

Consultation Process

The views of the local community for the Lower Road Two-Way Streets and C4 schemes were sought as part of the Rotherhithe Movement Plan (RMP) consultation exercise. The RMP also included the following projects:

- a. Rotherhithe Cycleway
- b. Surrey Docks and Rotherhithe Controlled Parking Zone

Public consultation on these proposals, took place from 15 July 2019 to 4 October 2019. All residents and businesses within the local area were invited to comment on the proposals.

During the week before the start of the public consultation (8 -14 July) postcards were dropped through the mailbox of all addresses in the two wards (Rotherhithe and Surrey Docks) where the proposals are located and 100m into the Borough of Lewisham. A second postcard was also delivered prior to the final drop in session.

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 copy of the postcards is appended.

Consultees were invited to attend drop in sessions as listed below and advised to respond to the consultation via the online consultation portal. They were also given an email address and telephone number by which to respond:

- a. 23 July 2019 at 17:30 to 20:00 at Canada Water Library
- b. 8 August 2019 at 18:00 to 20:00 at Osprey Estate TRA Hall
- c. 30 August 2019 at 12:00 to 18:00 at Canada Water Library
- d. 7 September 2019 at 12:00 to 18:00 at Bacon's College

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

<https://www.southwark.gov.uk/parking/parking-projects/rotherhithe-movement-plan>

Public access to the online form was removed at the end of the consultation period.

In addition, letters were sent out to all businesses inviting them to a meeting on 25 July 2019 at the Osprey Estate.

All shops on the affected parts of Lower Road, Plough Way, Rotherhithe New Road, Rotherhithe Old Road and Bush Road were visited on either 5 August or 8 August 2019. The shop owners and managers were given the consultation materials; were told how the proposals might affect them; and were asked for any views they may have; and encouraged to visit the consultation hub for more details and to complete the formal consultation.

A copy of the letter and the questionnaire is appended.

Officers also attended both the Rotherhithe and Surrey Docks ward forums on 24 July and 21 August respectively, where the RMP was explained to those in attendance and were encouraged to visit the consultation hub.

In addition, a number of meetings were held with various resident and tenant's groups.

The consultation closed on 4 October 2019. Public access to the online portal was removed at midnight on this date.

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Summary of Consultation Results

Consultation Returns and Response Rate

The consultation closed on 4 October 2019. Public access to the online portal was removed at midnight on this date. A total of 1220 online responses were received during the consultation period, together with 2484 comments received by respondents.

The consultation was formed of three parts:

Your experience, which contains general information about the respondent and the results are contained below in answer to questions 1 to 3

Proposals, respondents were asked to give their degree of support or opposition in questions 4 to 12 to various sections of the Cycleway and question 15 asked for their overall support or opposition. The results are contained below

Views, people were also give the opportunity to comment on each section and the overall proposals, these comments are contained in Appendix 2 of this report

Your experience of using the street

Question 1: Are you

Are you	Number	%
A resident	569	46.6%
A visitor	89	7.3%
A passer-by	83	6.8%
A commuter	303	24.8%
A business/organisation	80	6.6%
Not Answered	96	7.9%
Total	1220	

Question 2: How do you usually travel in the area?

Response	Number	%
On foot	398	32.6%
On foot with pushchair/buggy	72	5.9%
Wheelchair	24	2.0%
Bicycle/other cycle	650	53.3%
Motorcycle	28	2.3%
Bus	326	26.7%
Car or other motor vehicle	380	31.2%
Other	65	5.3%
Not Answered	97	8.0%
Grand Total	2040	

Question 3: With regards to travel on Lower Road and the surrounding area, what is most important to you

Response	Number	%
Green spaces	43	3.5%
Car parking spaces	34	2.8%
Seating	3	0.2%
Shelter	1	0.1%
Crossing points	29	2.4%
Safety	525	43.0%
Cycle parking	11	0.9%
Air Quality	285	23.4%
Other	166	13.6%
Not Answered	123	10.1%
Grand Total	1220	

Results by section

The consultation was split into thirteen sections, together with questions on the overall scheme. The sections are as follows:

- Section 1. Lower Road (between Culling Road and Ann Moss Way)
- Section 2. Lower Road (between Surrey Quays Road and Gomm Road)
- Section 3. Lower Road (between Hothfield Place and Chine Hall Mews)
- Section 4. Lower Road / Hawkstone Road / Rotherhithe Old Road
- Section 5. Lower Road / Redriff Road
- Section 6. Lower Road (between Redriff Road and Plough Way)
- Section 7. Lower Road / Plough Way
- Section 8. Lower Road (between Chilton Grove and Bestwood Street)
- Section 9. Lower Road (Bestwood Street)
- Section 10. Bush Road
- Section 11. Rotherhithe New Road (between Rotherhithe Old Road and Bush Road)
- Section 12. Cope Street
- Section 13. Rotherhithe Old Road (between Hawkstone Road and Cope Street)

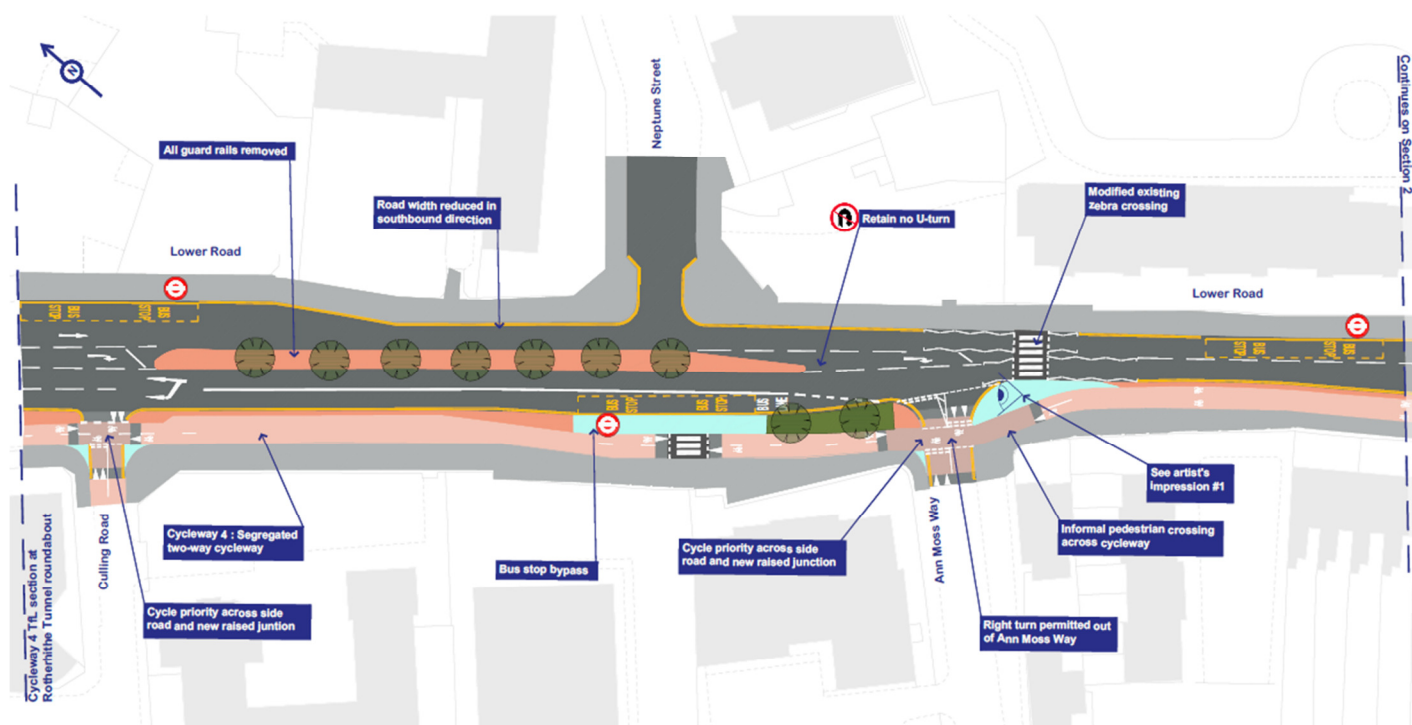
Respondents were asked for their degree of support or not and were then given a free text boxes to give their views.

The text responses were grouped based on the consultation headings from the Southwark Movement Plan. Comments were then divided around common themes raised. Where comments covered multiple themes, they were placed into each applicable theme. The full comments and responses can be found in **Appendix 2**

Consultation Comments and Responses.

The main results are shown by each section indicating the level of support or objection for the proposals and the number of times each theme was mentioned.

Section 1. Lower Road (between Culling road and Ann Moss Way)

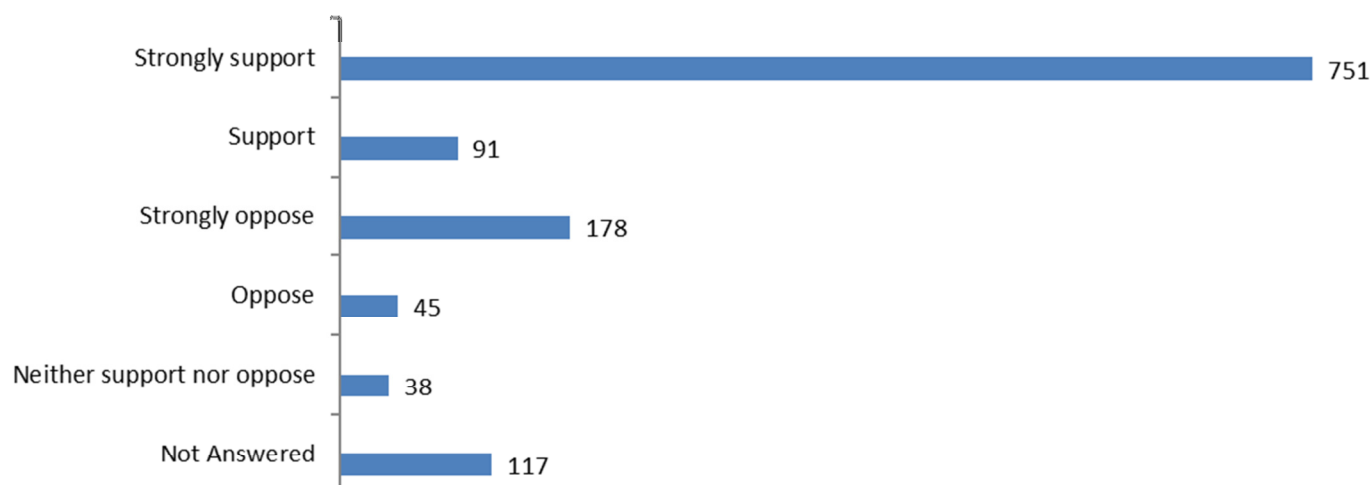


Question 4

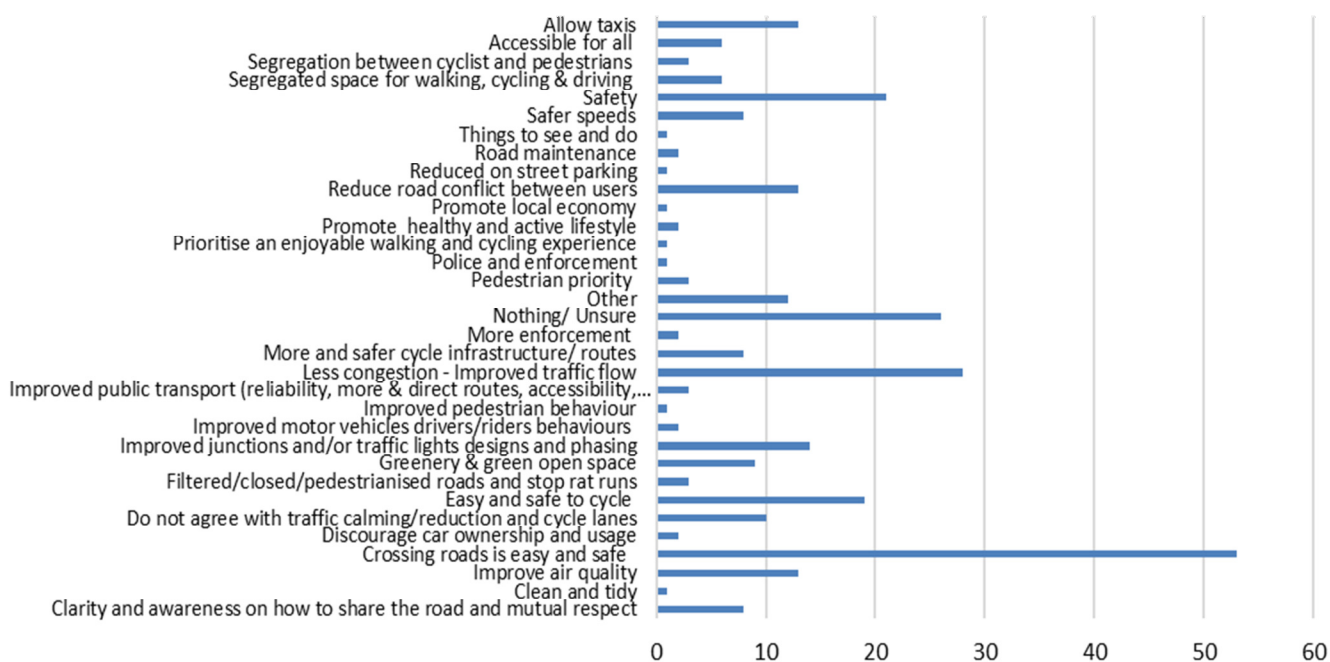
Do you support the proposals for Lower Road (between Culling Road and Ann Moss Way)?

	Number	%
Strongly support	751	61.6%
Support	91	7.5%
Neither support nor oppose	38	3.1%
Oppose	45	3.7%
Strongly oppose	178	14.6%
Not Answered	117	9.6%
Total	1220	
Individuals making comments (estimated number of comments)	206 (296)	16.9%

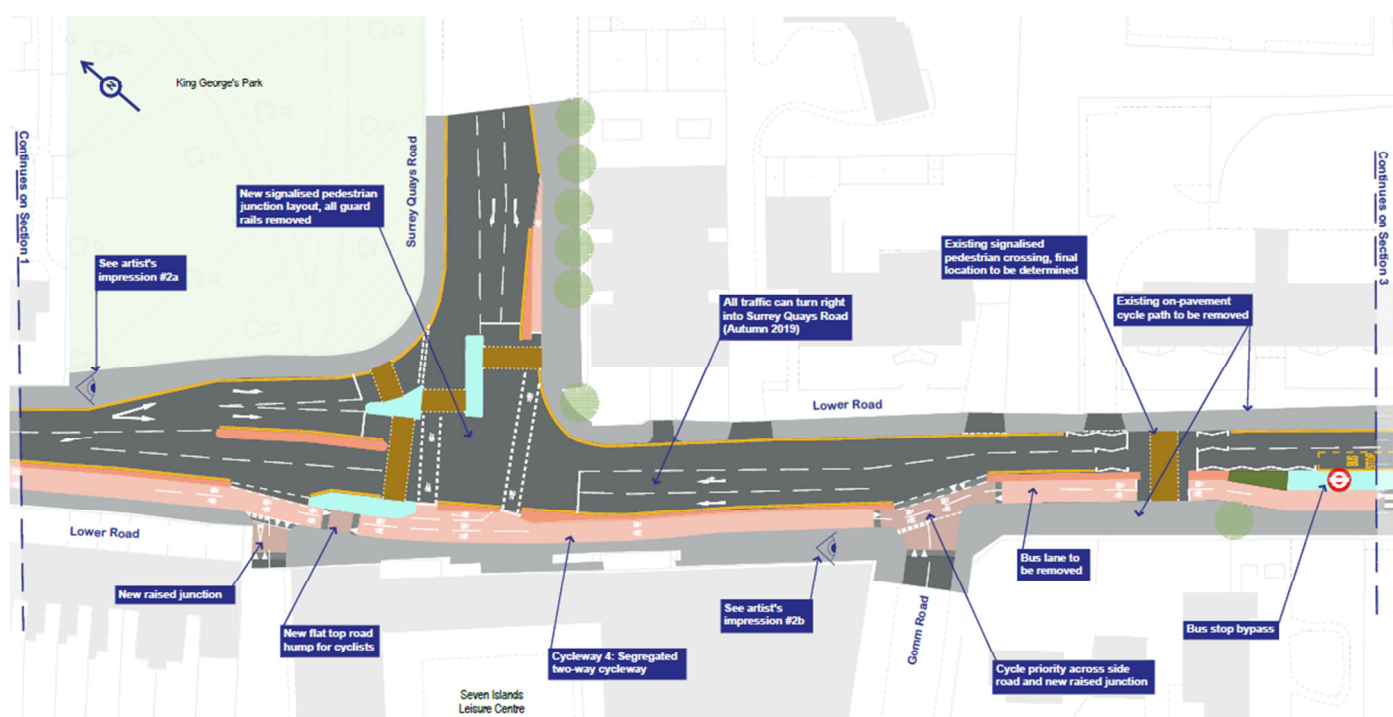
Section 1 - Level of support



Section 1



Section 2. Lower Road (between Surrey Quays Road and Gomm Road)

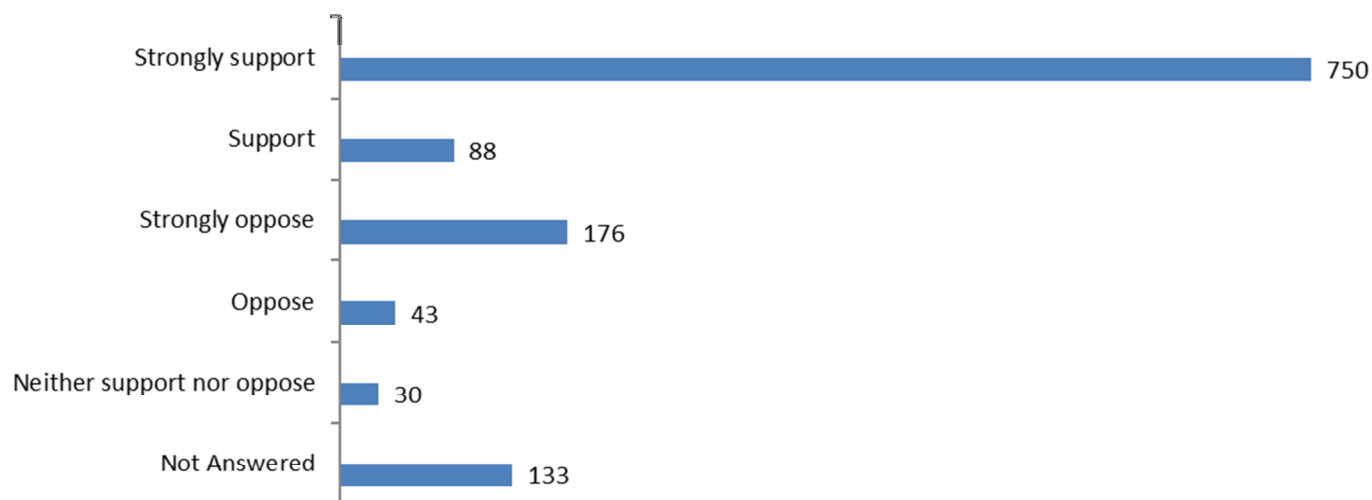


Question 5

Do you support the proposals for Lower Road (between Surrey Quays Road and Gomm Road)?

	Number	%
Strongly support	750	61.5%
Support	88	7.2%
Neither support nor oppose	30	2.5%
Oppose	43	3.5%
Strongly oppose	176	14.4%
Not Answered	133	10.9%
Total	1220	
Individuals making comments (estimated number of comments)	187 (326)	15.3%

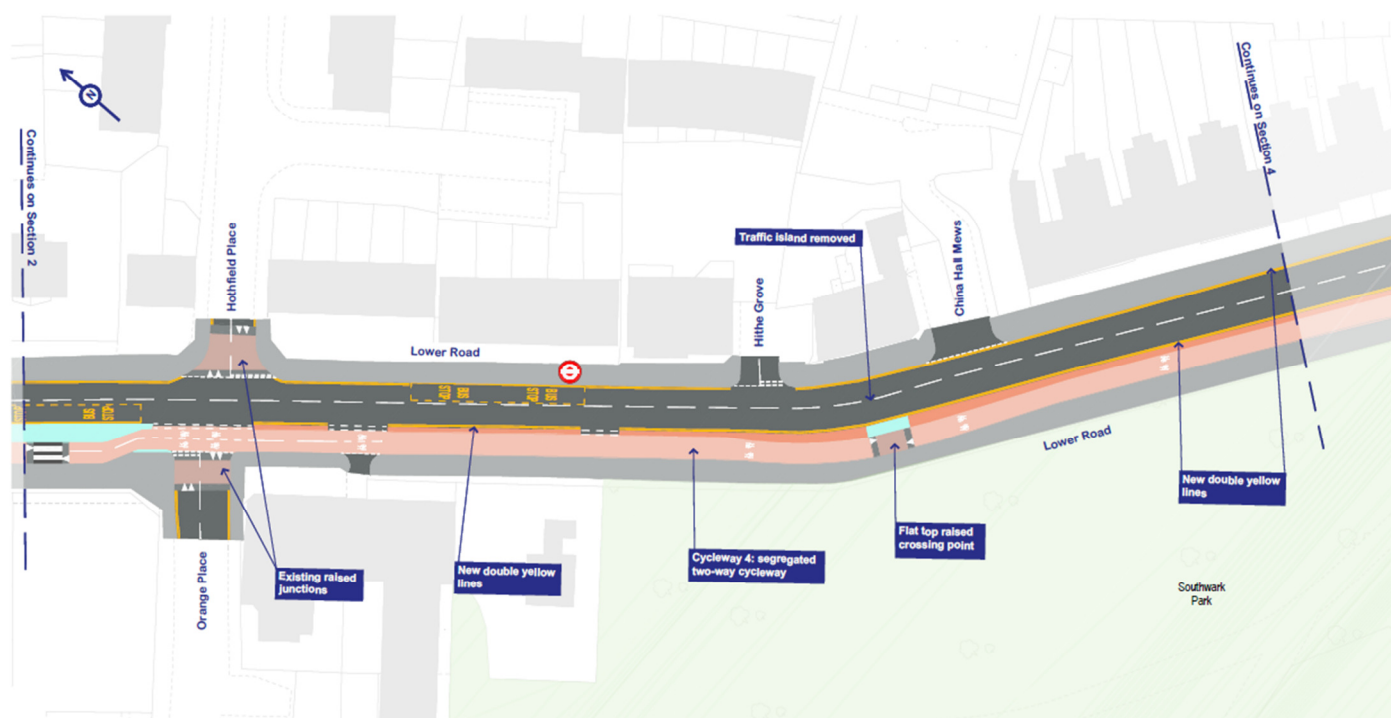
Section 2 - Level of support



Section 2



Section 3. Lower Road (between Hothfield Place and China Hall Mews)

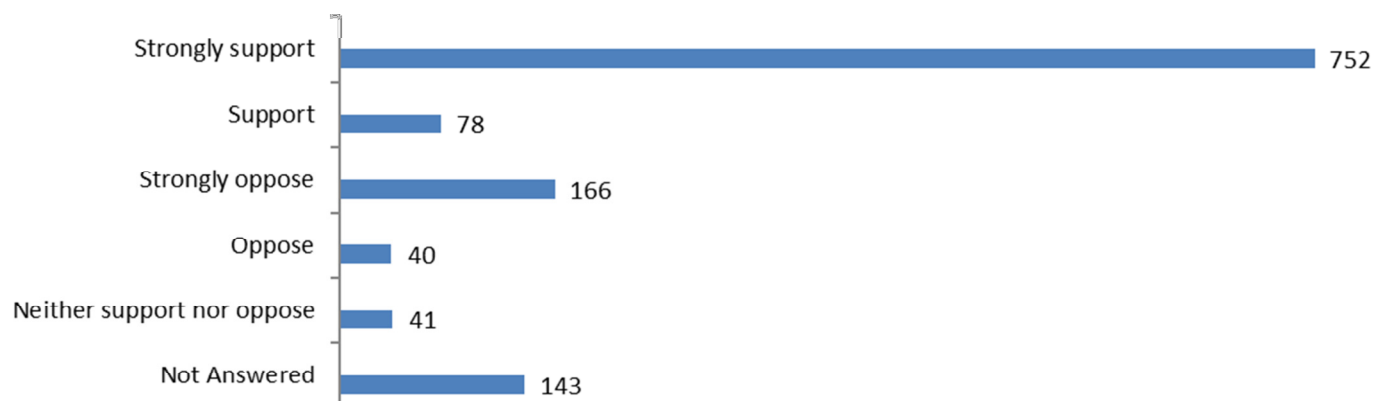


Question 6.

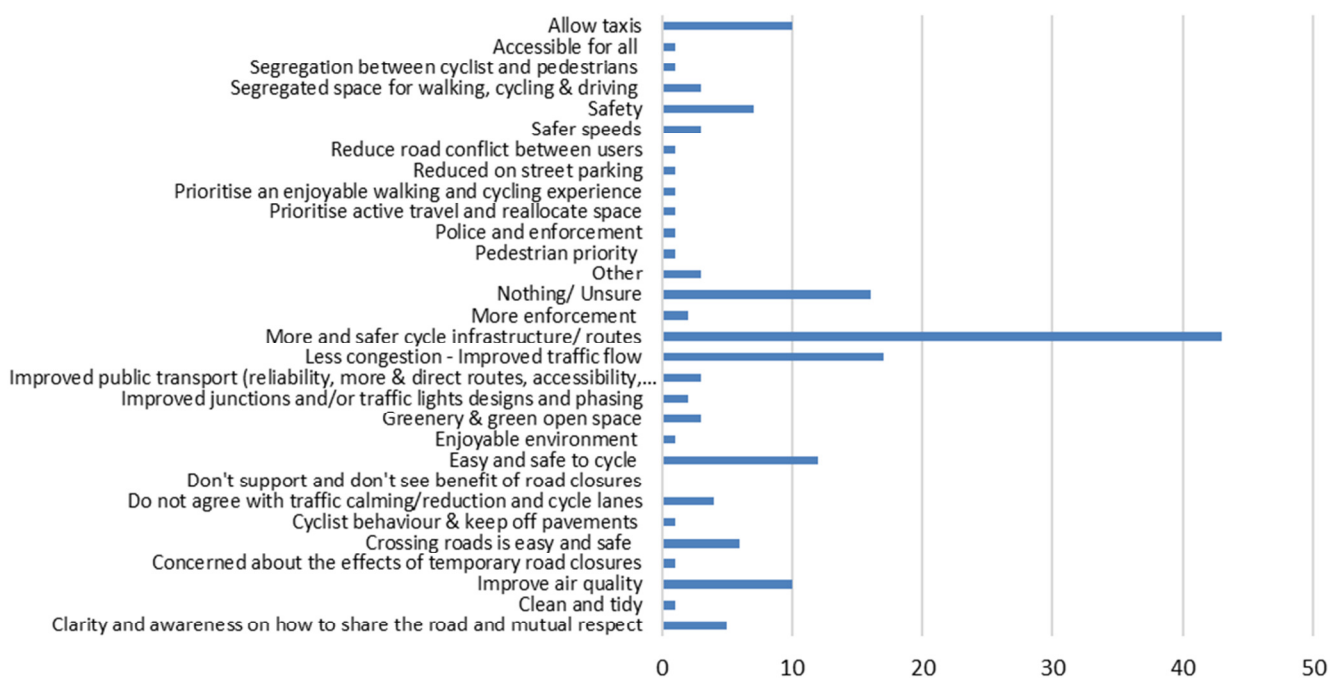
Do you support the proposals for Lower Road (between Hothfield Place and China Hall Mews)?

	Number	%
Strongly support	752	61.6%
Support	78	6.4%
Neither support nor oppose	41	3.4%
Oppose	40	3.3%
Strongly oppose	166	13.6%
Not Answered	143	11.7%
Total	1220	
Individuals making comments (estimated number of comments)	132 (161)	10.8%

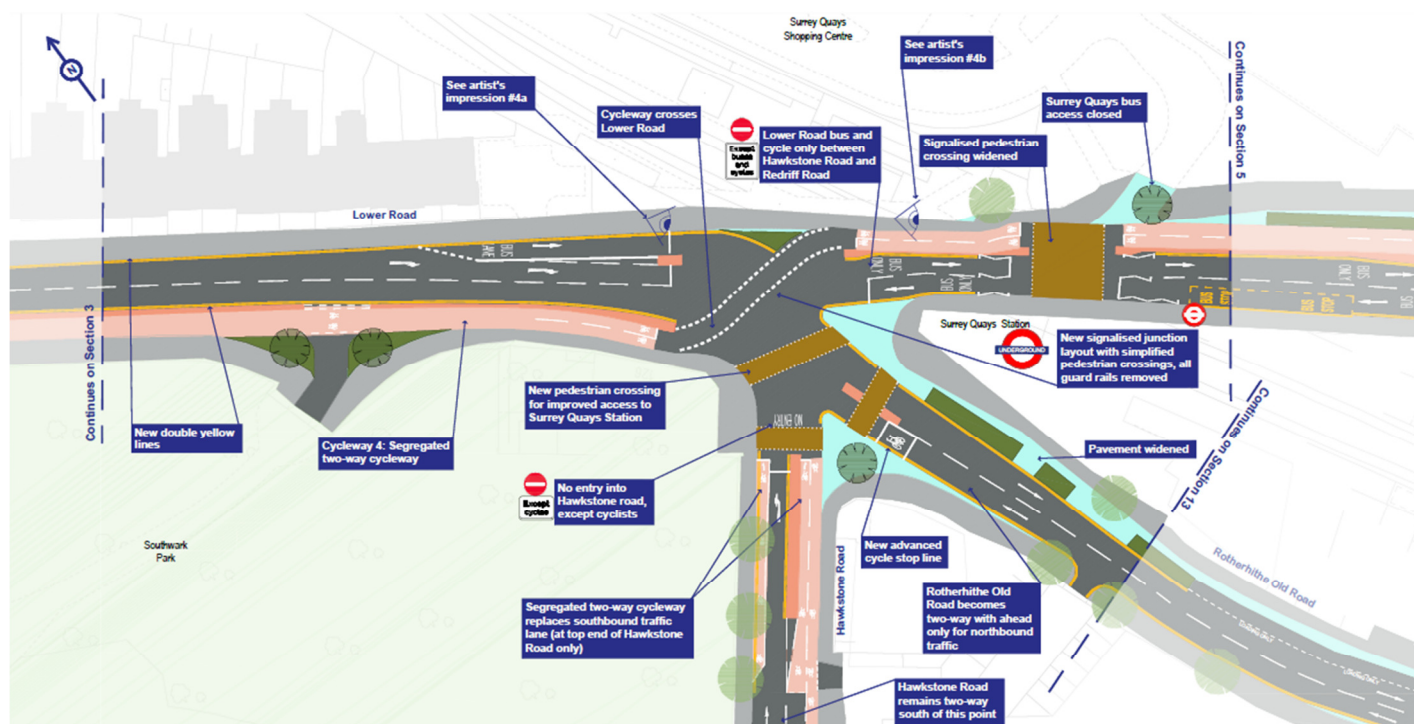
Section 3 - Level of support



Section 3



Section 4. Lower Road/Hawkstone Road/Rotherhithe Old Road

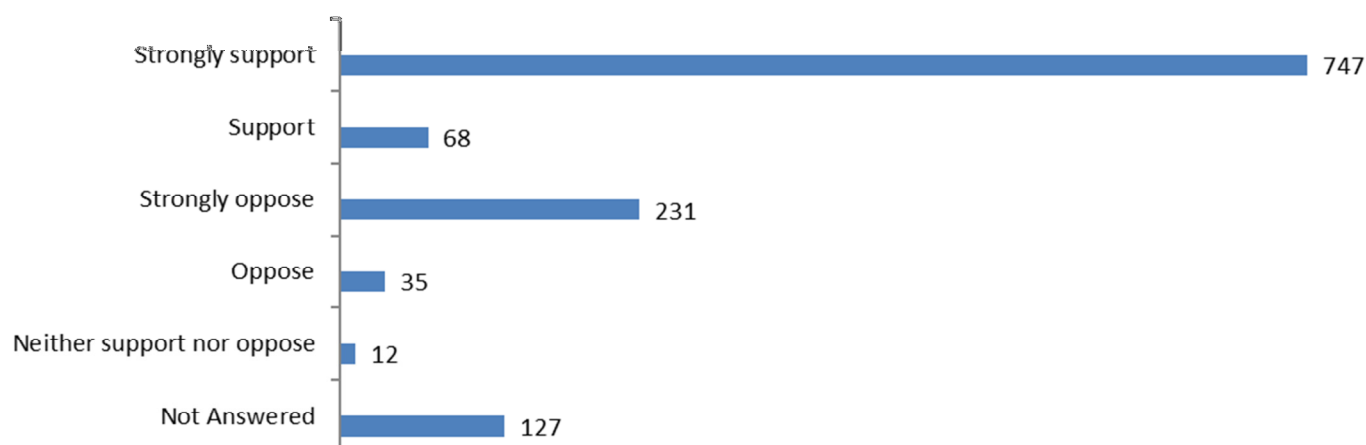


Question 7.

Do you support the proposals for Lower Road/Hawkstone Road/Rotherhithe Old Road?

	Number	%
Strongly support	747	61.2%
Support	68	5.6%
Neither support nor oppose	12	1.0%
Oppose	35	2.9%
Strongly oppose	231	18.9%
Not Answered	127	10.4%
Total	1220	
Individuals making comments (estimated number of comments)	202 (335)	16.6%

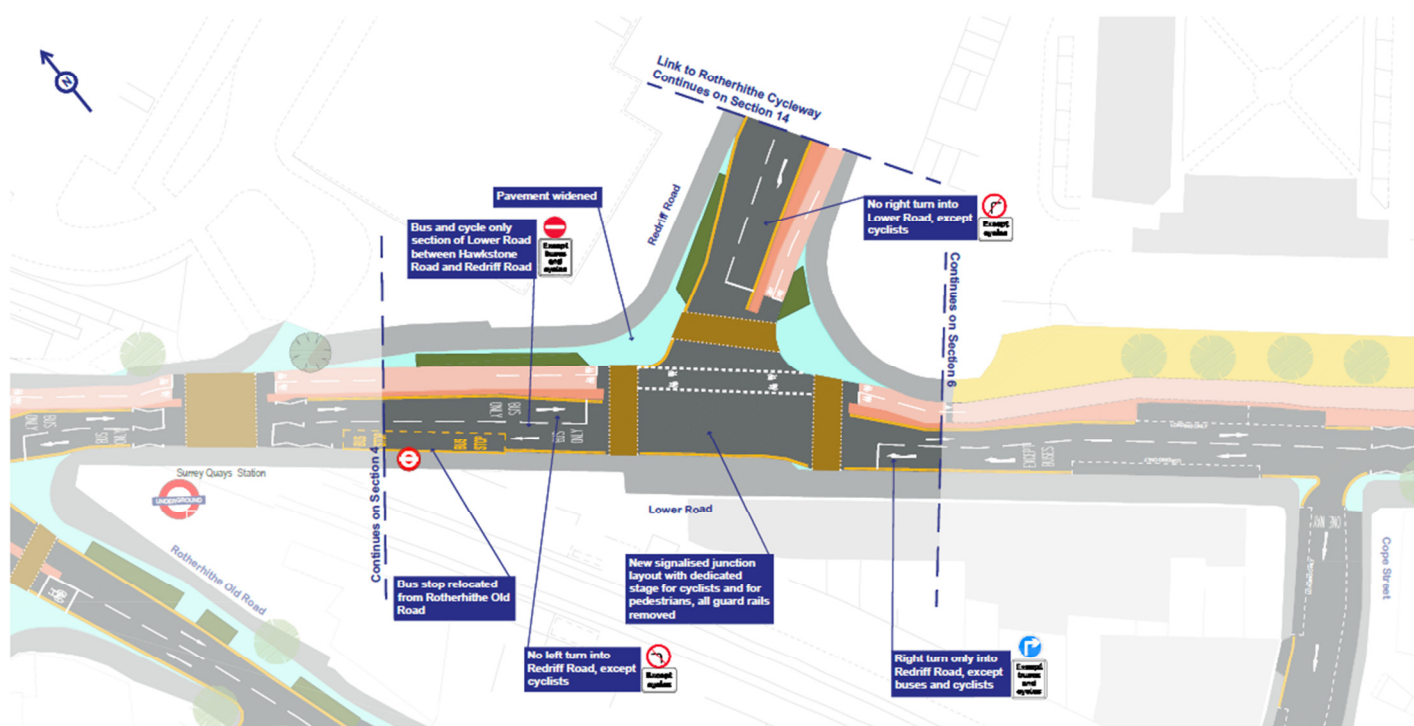
Section 4 - Level of support



Section 4



Section 5. Lower Road/Redriff Road

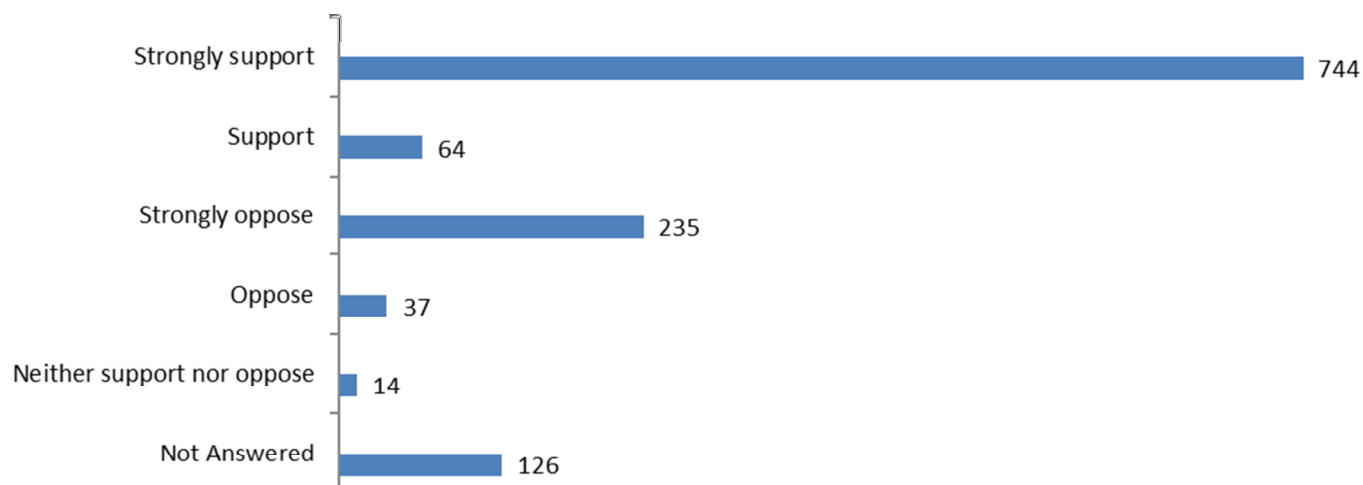


Question 8.

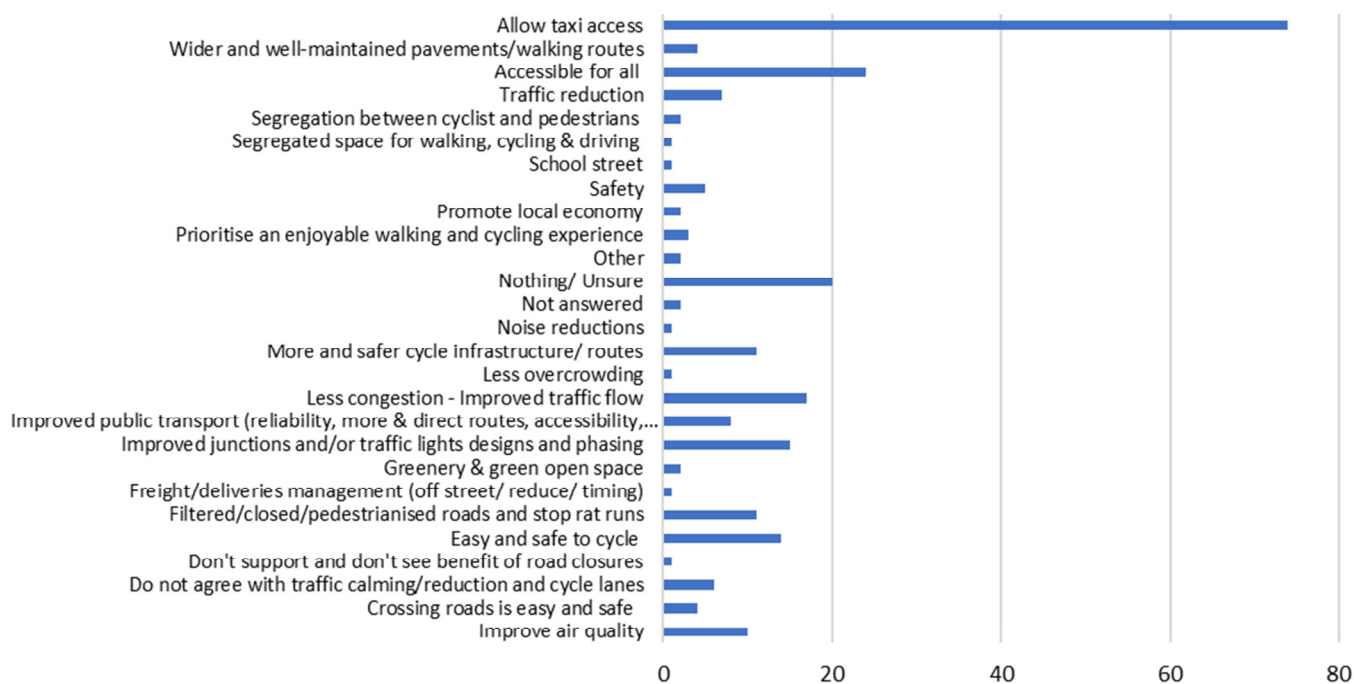
Do you support the proposals for Lower Road/Redriff Road?

	Number	
Strongly support	744	61.0%
Support	64	5.2%
Neither support nor oppose	14	1.1%
Oppose	37	3.0%
Strongly oppose	235	19.3%
Not Answered	126	10.3%
Total	1220	
Individuals making comments (estimated number of comments)	172 (248)	14.1%

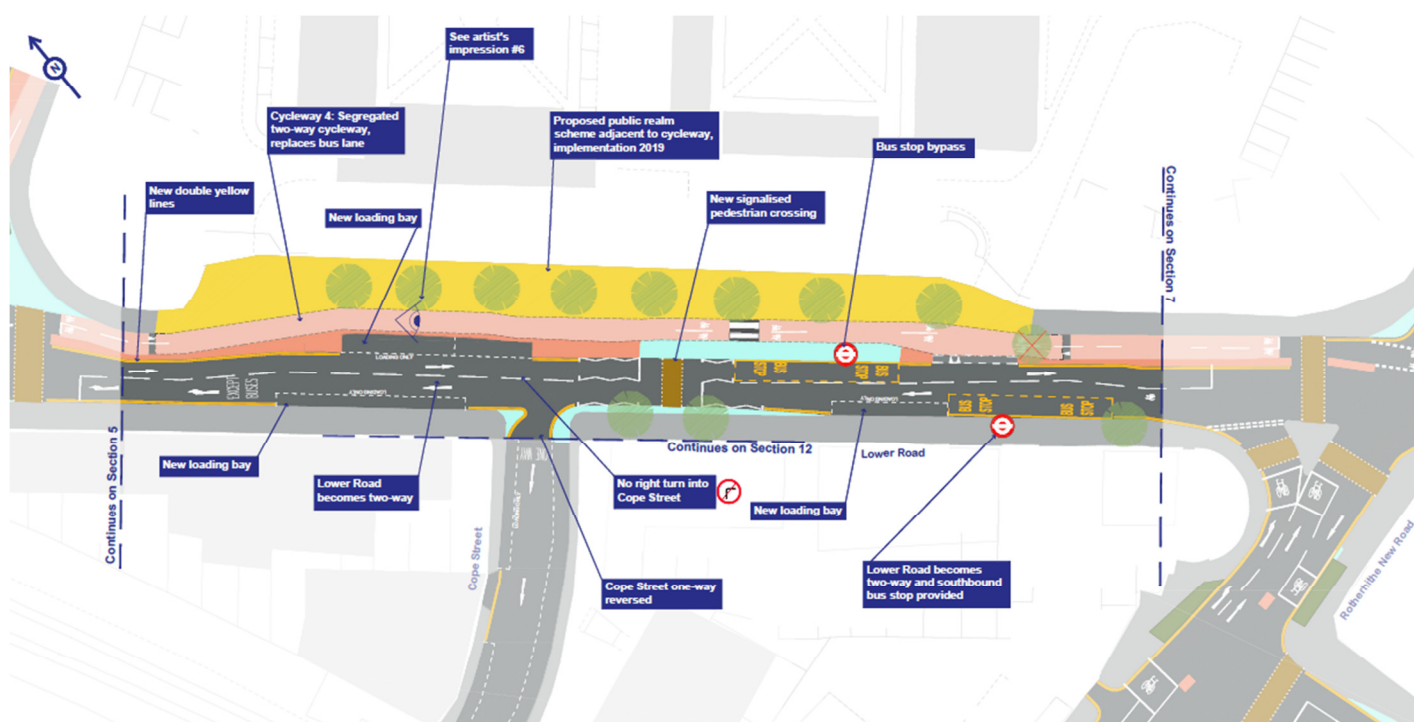
Section 5 - Level of support



Section 5



Section 6. Lower Road (between Redriff Road and Plough Way)

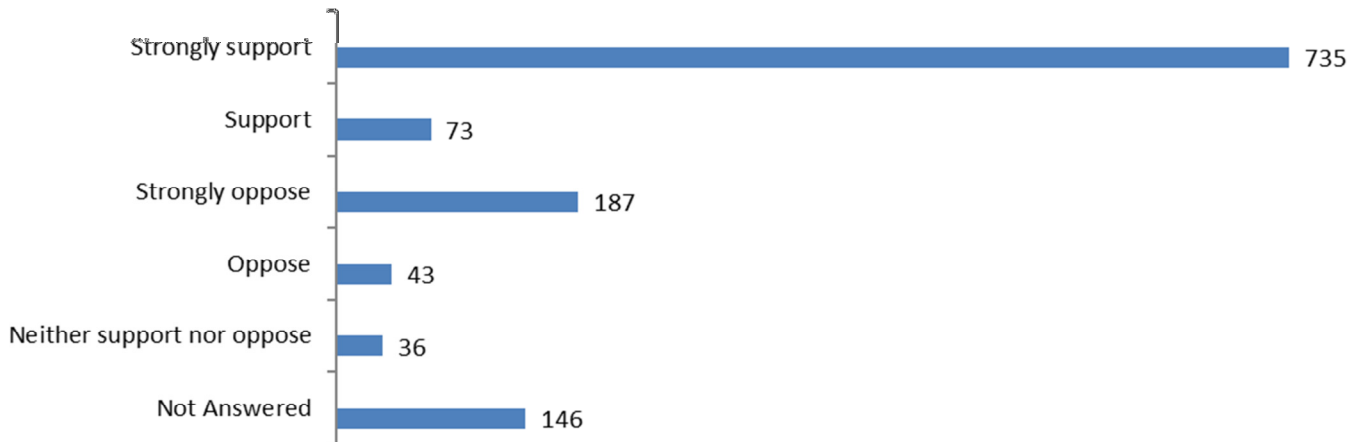


Question 9.

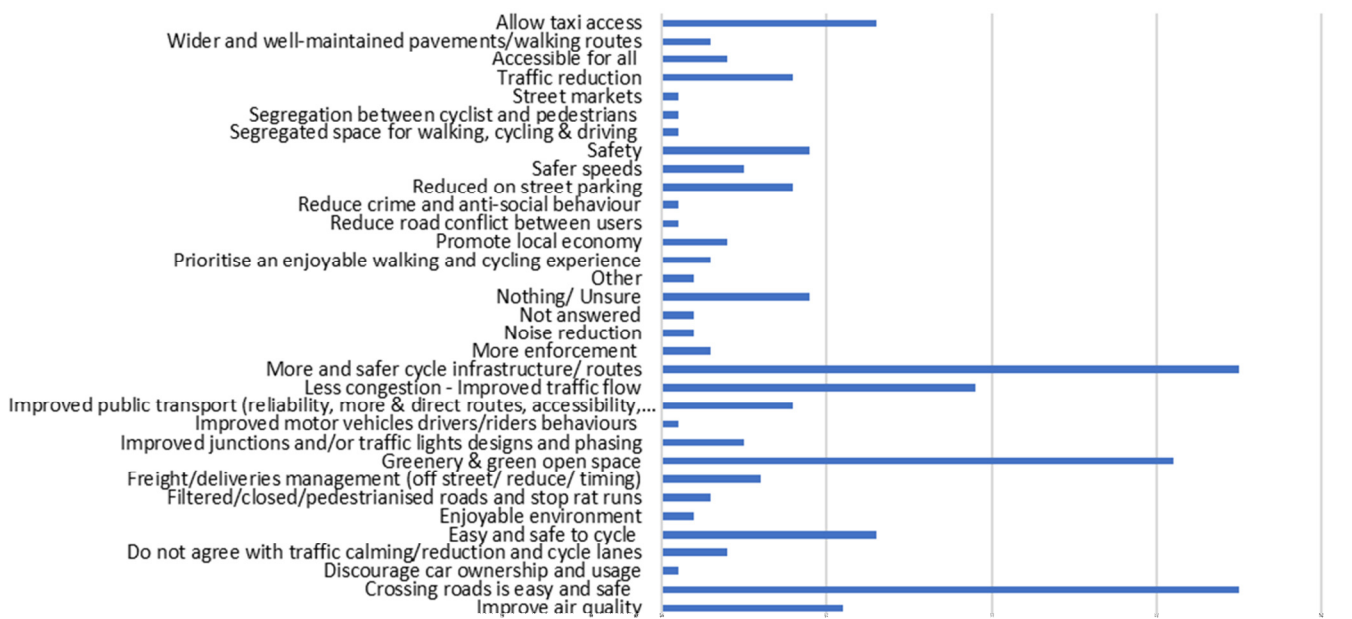
Do you support the proposals for Lower Road (between Redriff Road and Plough Way)?

	Number	%
Strongly support	735	60.2%
Support	73	6.0%
Neither support nor oppose	36	2.9%
Oppose	43	3.5%
Strongly oppose	187	15.3%
Not Answered	146	12.0%
Total	1220	
Individuals making comments (estimated number of comments)	144 (255)	11.8%

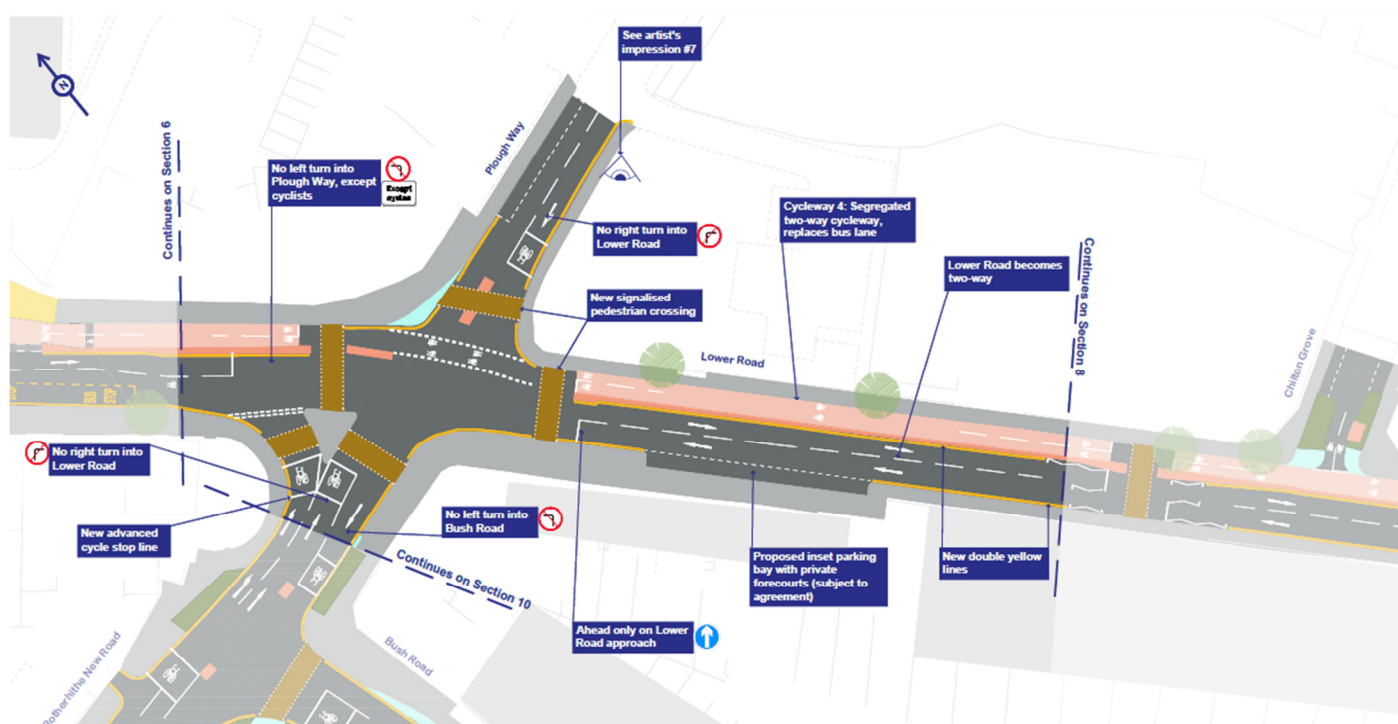
Section 6 - Level of support



Section 6



Section 7. Lower Road/Plough Way

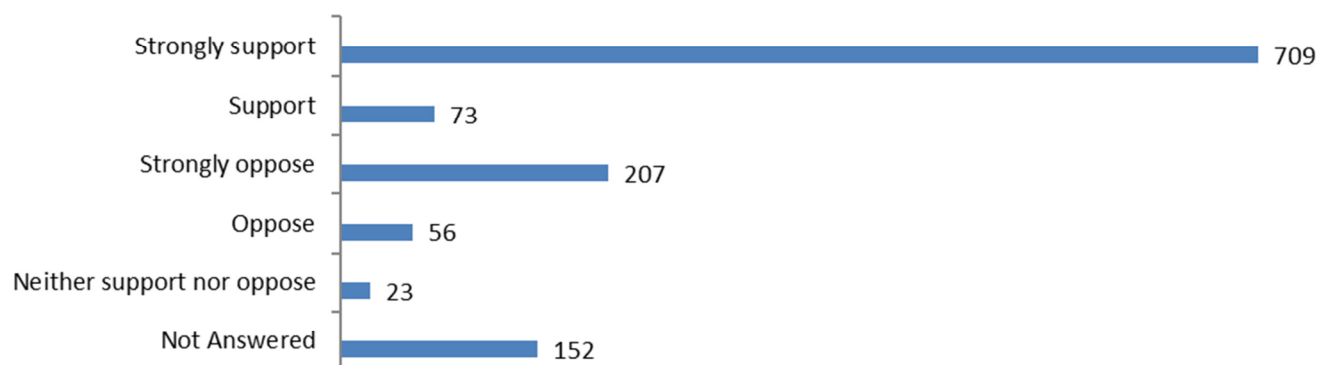


Question 10.

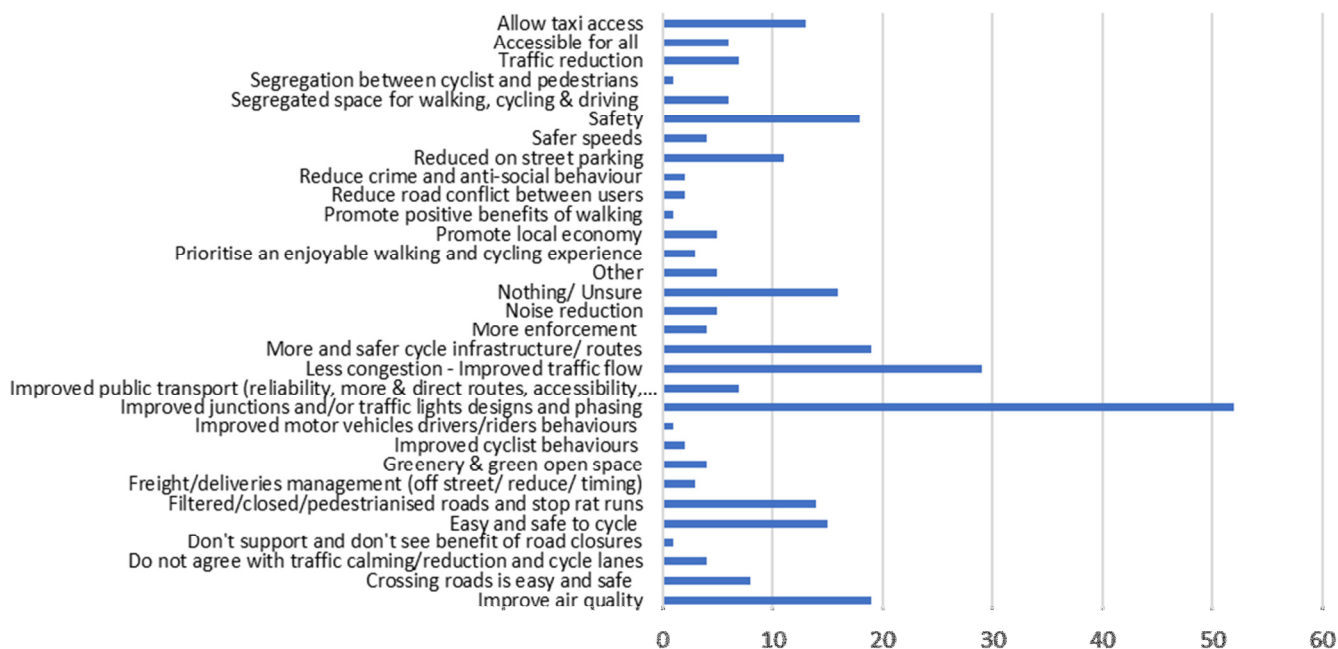
Do you support the proposals for Lower Road/Plough Way?

	Number	%
Strongly support	709	58.1%
Support	73	6.0%
Neither support nor oppose	23	1.9%
Oppose	56	4.6%
Strongly oppose	207	17.0%
Not Answered	152	12.5%
Total	1220	
Individuals making comments (estimated number of comments)	154 (292)	12.6%

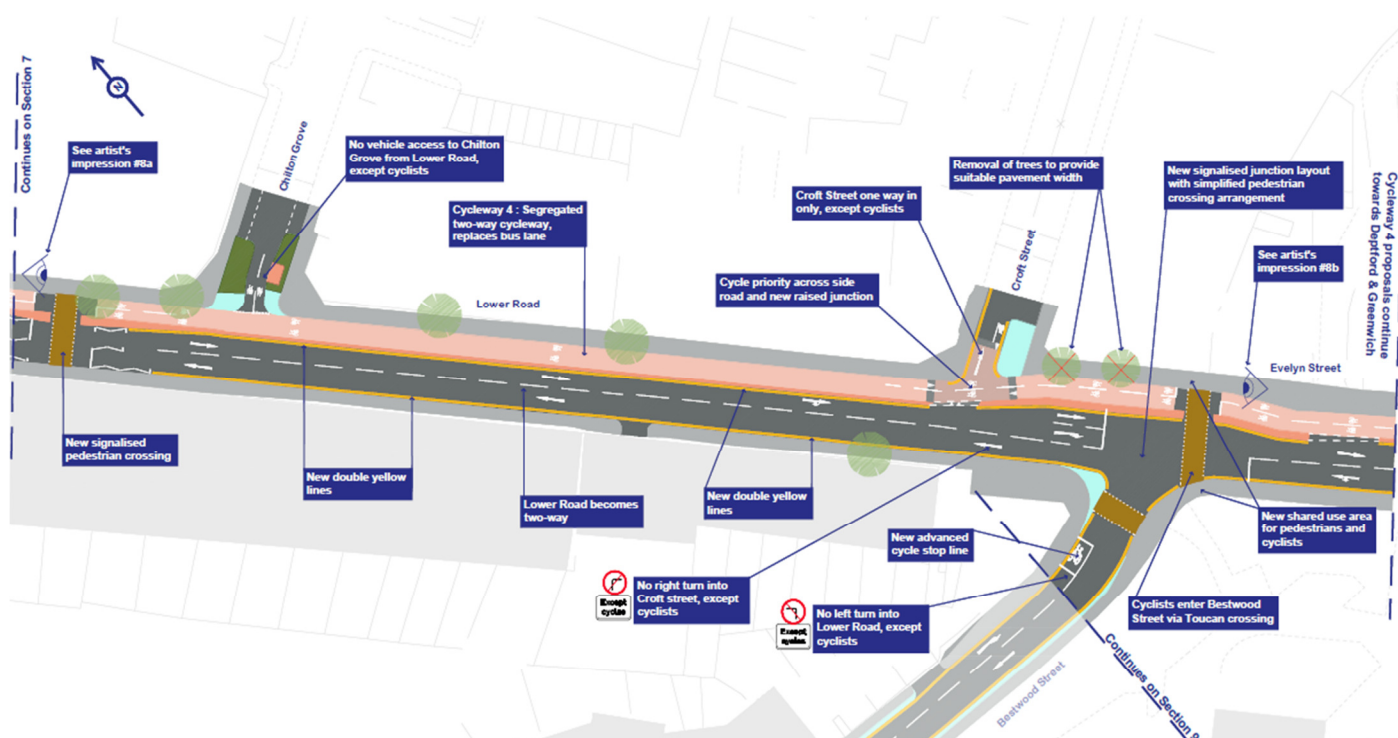
Section 7 - Level of support



Section 7



Section 8. Lower Road (between Chilton Grove and Bestwood Street)



Question 11.

Do you support the proposals for Lower Road (between Chilton Grove and Bestwood Street)?

Number

%

Strongly support

714

58.5%

Support

72

5.9%

Neither support nor oppose

42

3.4%

Oppose

36

2.9%

Strongly oppose

197

16.1%

Not Answered

159

13.0%

Total

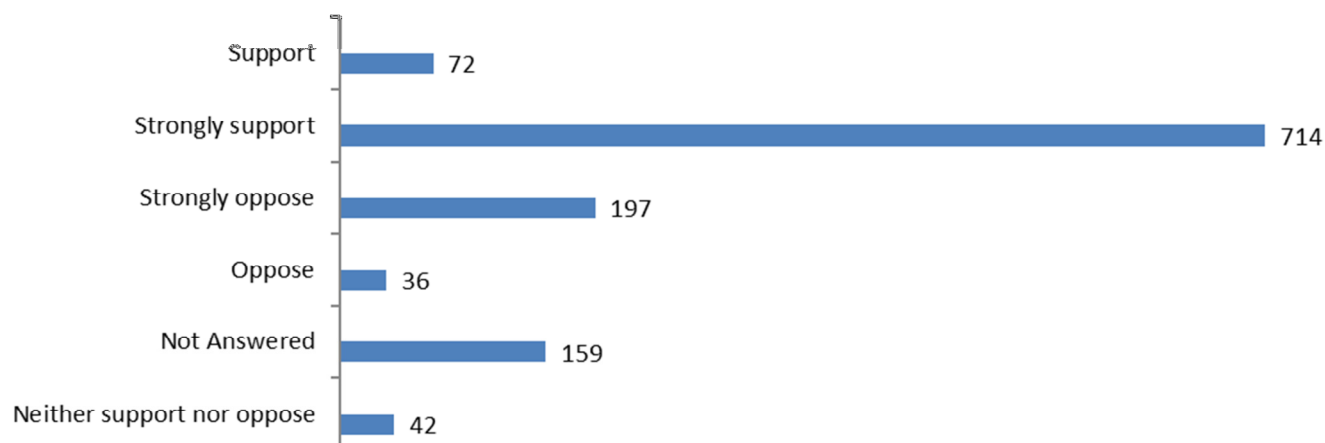
1220

Individuals making comments (estimated number of comments)

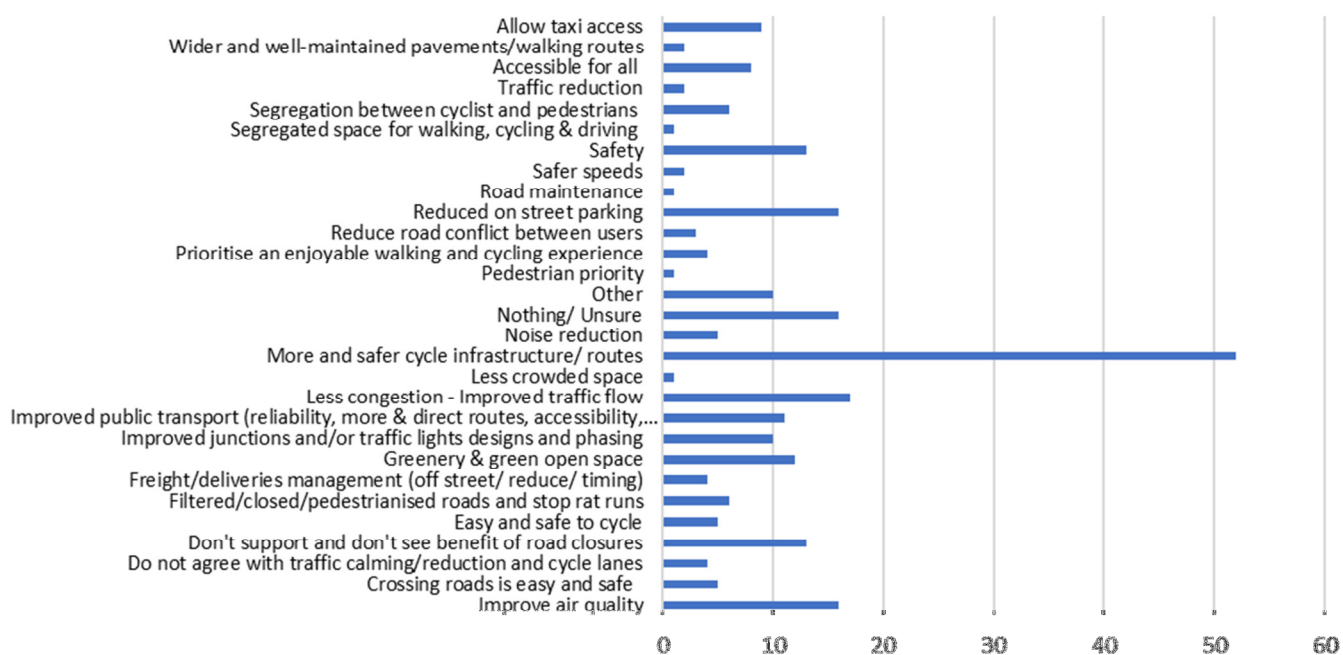
154 (306)

12.6%

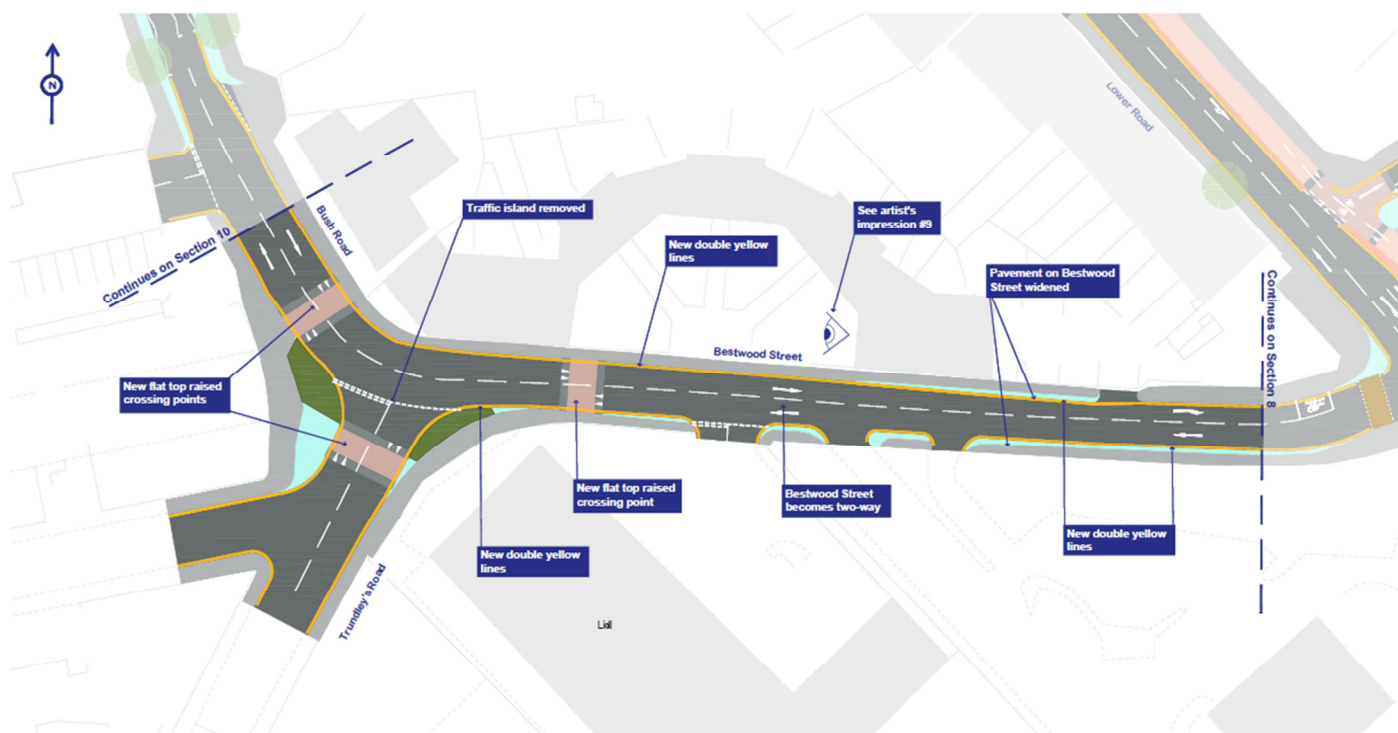
Section 8 - Level of support



Section 8



Section 9. Lower Road (Bestwood Street)

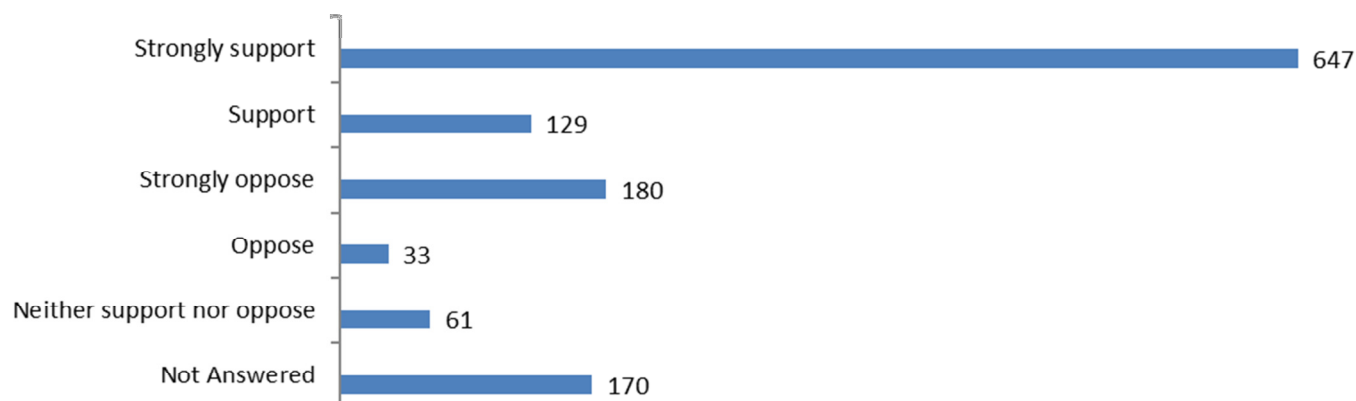


Question 12.

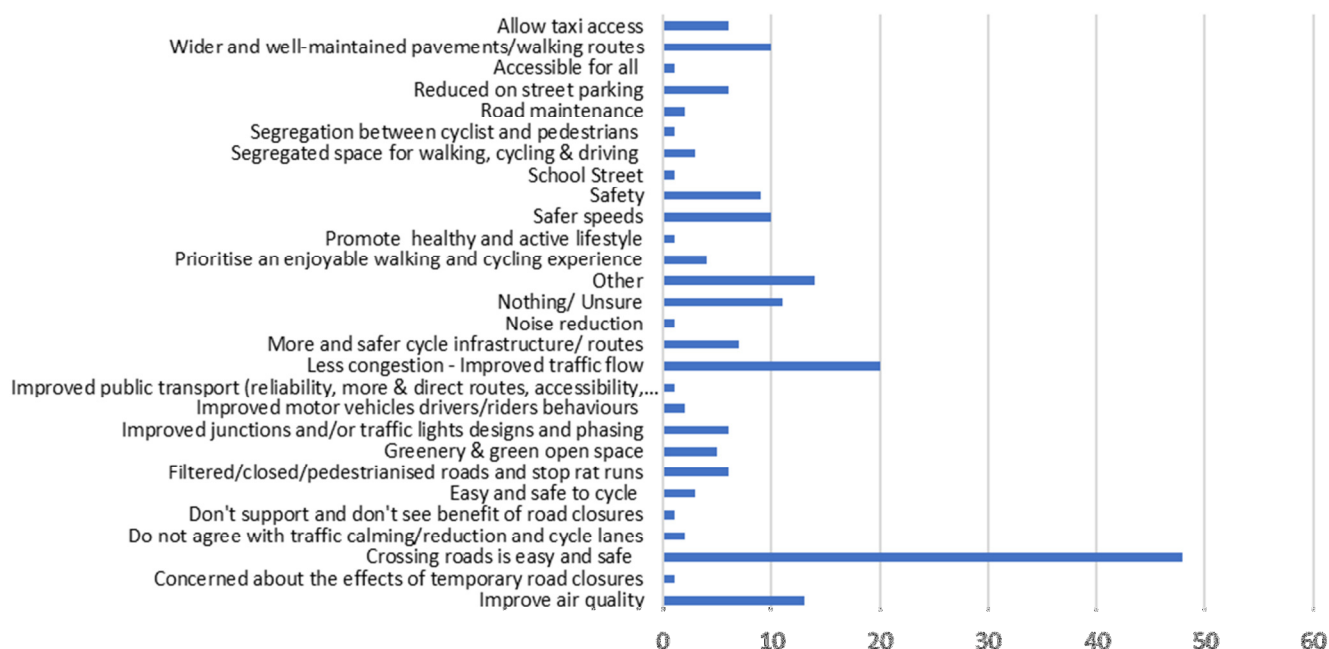
Do you support the proposals for Lower Road (Bestwood Street)?

	Number	%
Strongly support	647	53.0%
Support	129	10.6%
Neither support nor oppose	61	5.0%
Oppose	33	2.7%
Strongly oppose	180	14.7%
Not Answered	170	13.9%
Total	1220	
Individuals making comments (estimated number of comments)	129 (215)	10.6%

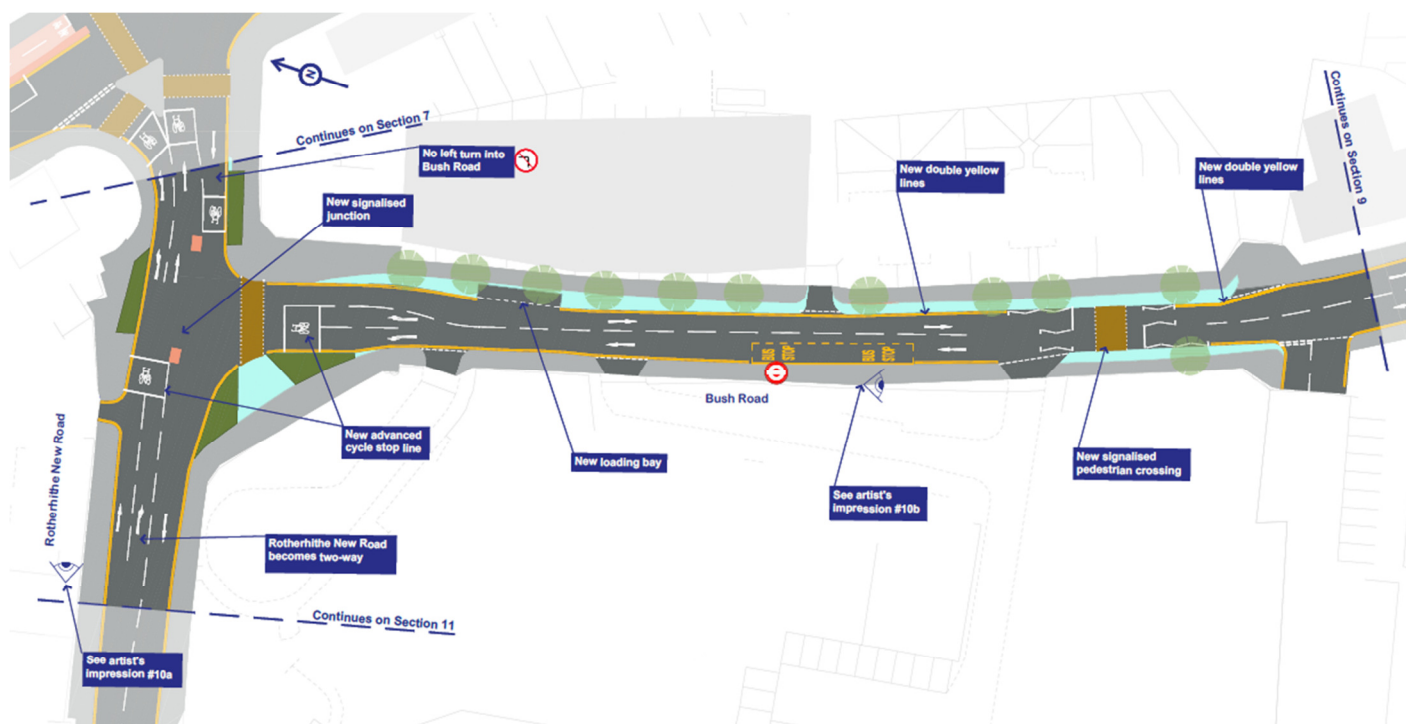
Section 9 - Level of support



Section 9



Section 10. Bush Road

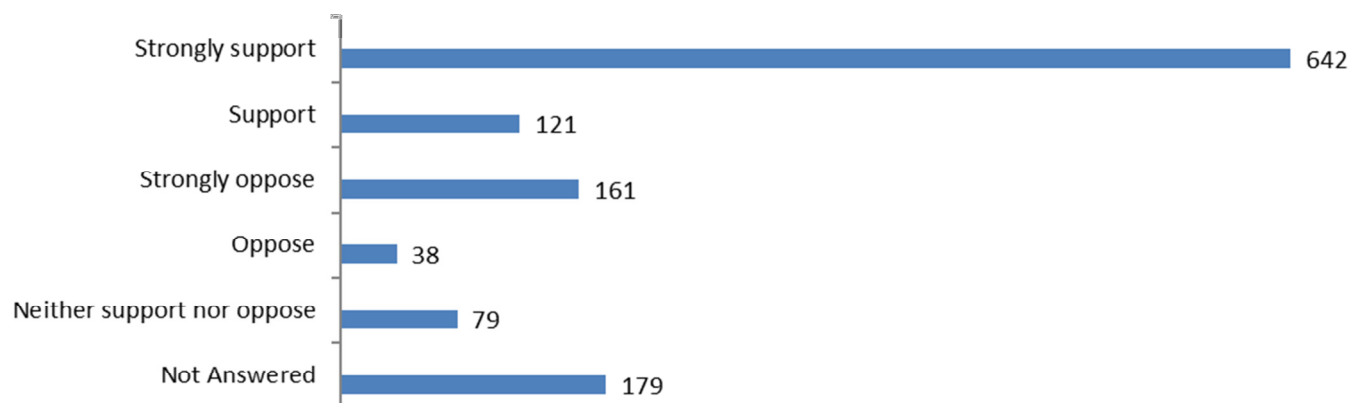


Question 13.

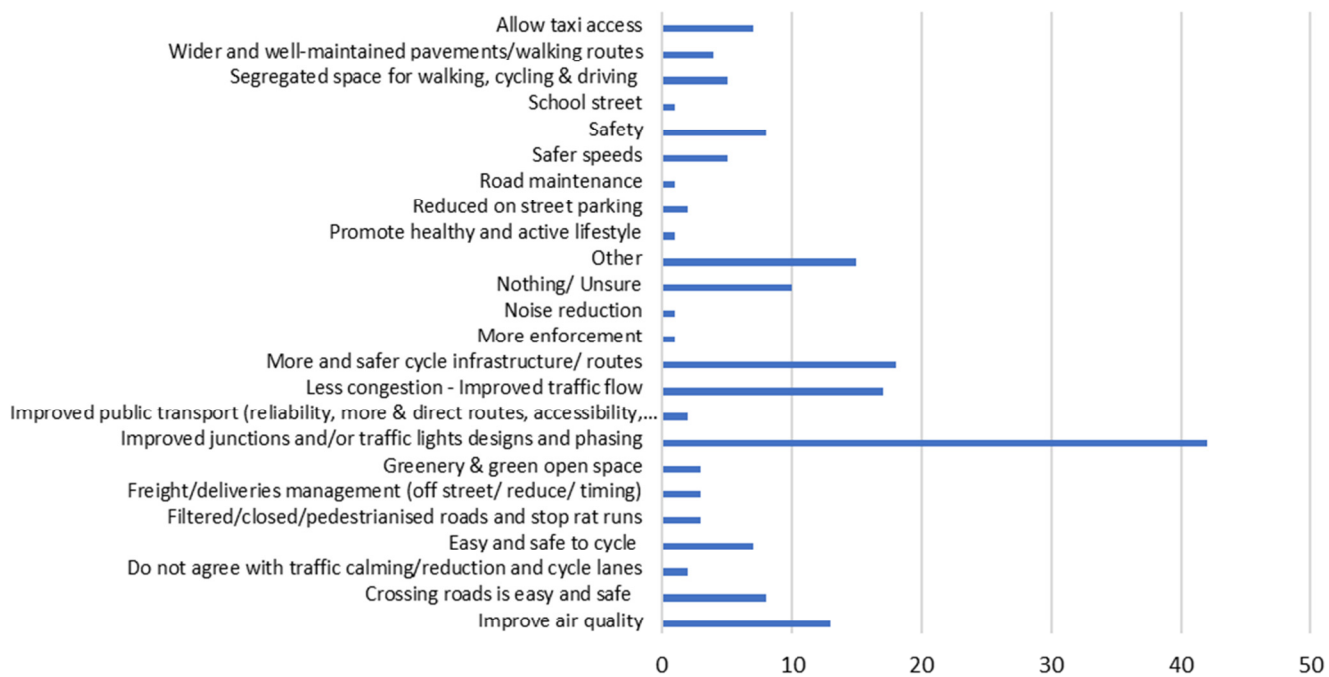
Do you support the proposals for Bush Road?

	Number	%
Strongly support	642	52.6%
Support	121	9.9%
Neither support nor oppose	79	6.5%
Oppose	38	3.1%
Strongly oppose	161	13.2%
Not Answered	179	14.7%
Total	1220	
Individuals making comments (estimated number of comments)	122 (179)	10.0%

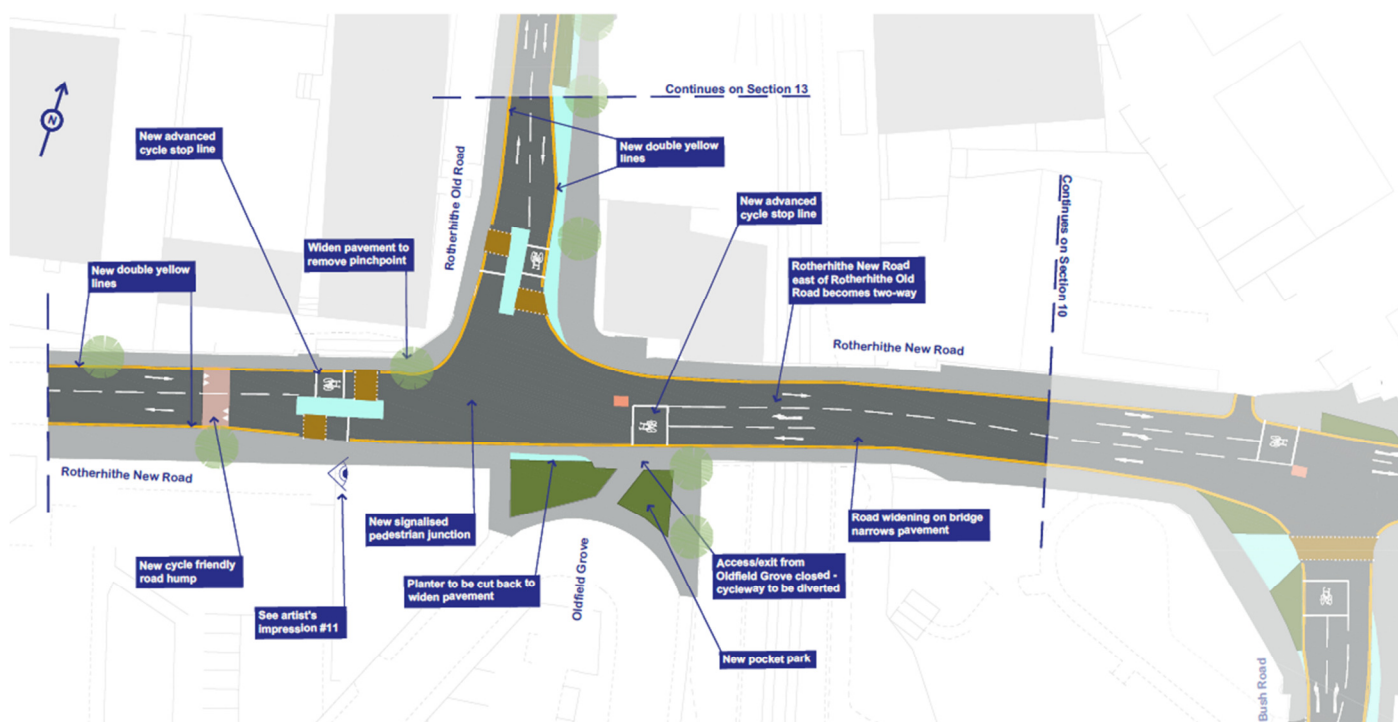
Section 10 - Level of support



Section 10



Section 11. Rotherhithe New Road (between Rotherhithe Old Road and Bush Road)

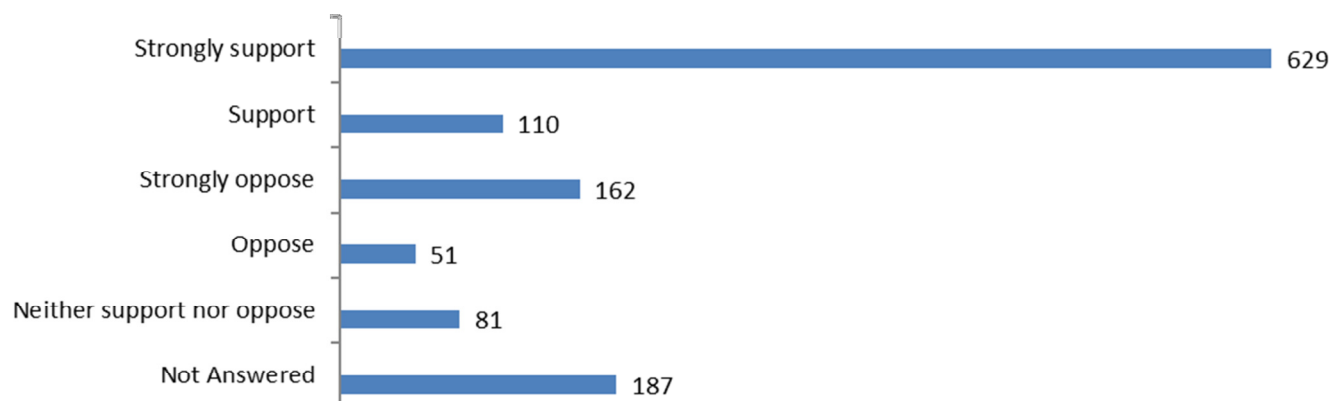


Question 14.

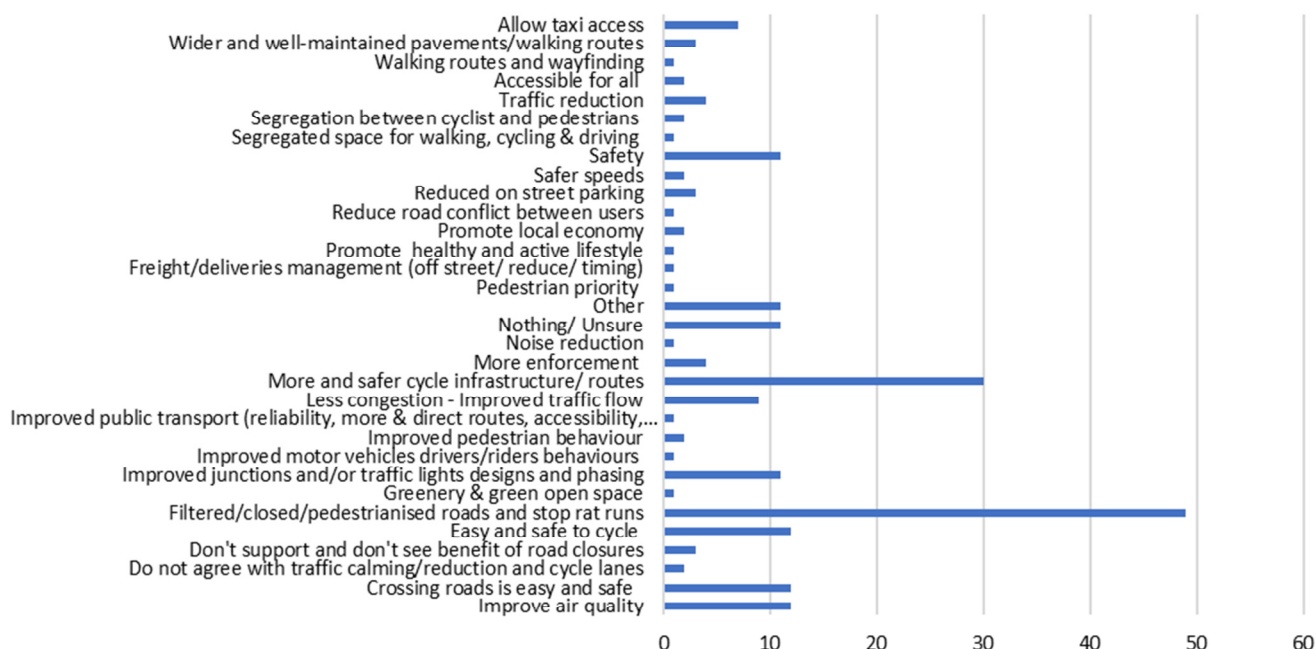
Do you support the proposals for Rotherhithe New Road (between Rotherhithe Old Road and Bush Road)?

	Number	%
Strongly support	629	51.6%
Support	110	9.0%
Neither support nor oppose	81	6.6%
Oppose	51	4.2%
Strongly oppose	162	13.3%
Not Answered	187	15.3%
Total	1220	
Individuals making comments (estimated number of comments)	134 (262)	11.0%

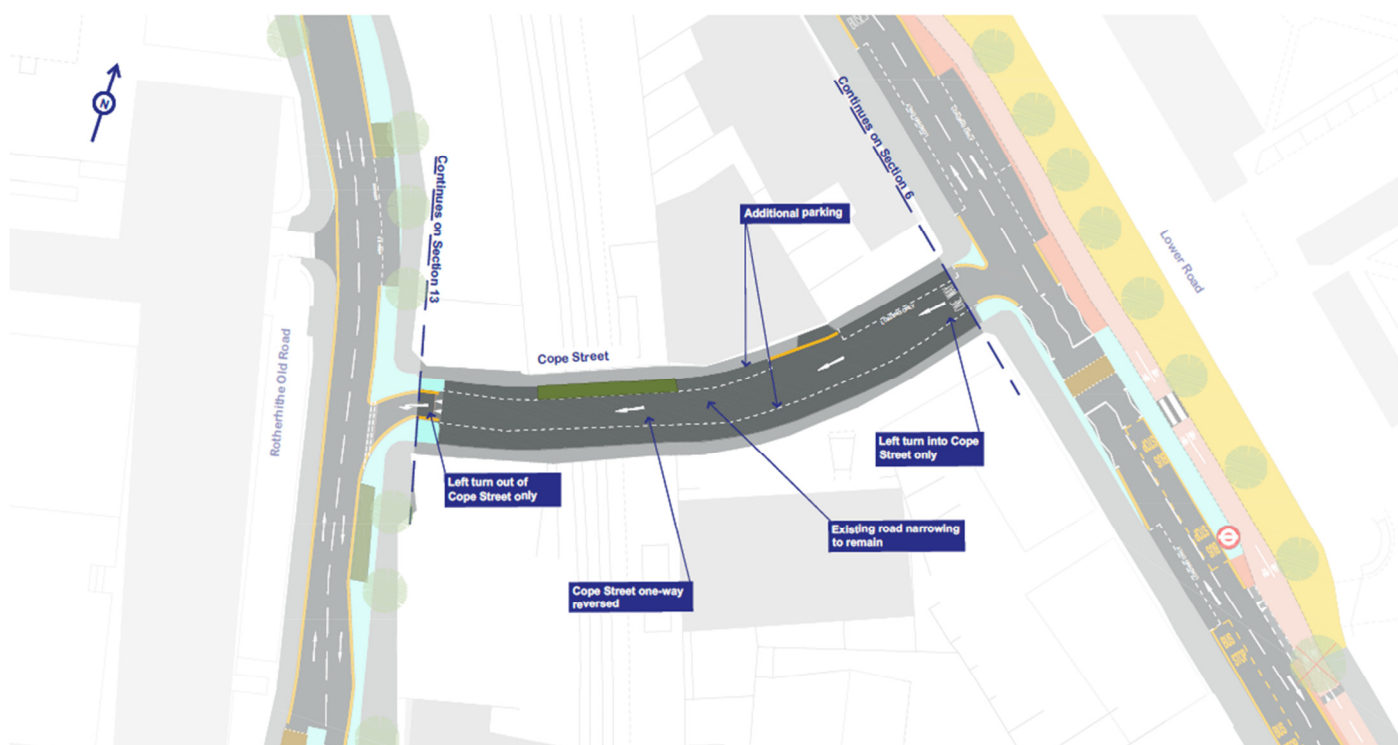
Section 11 - Level of support



Section 11



Section 12. Cope Street

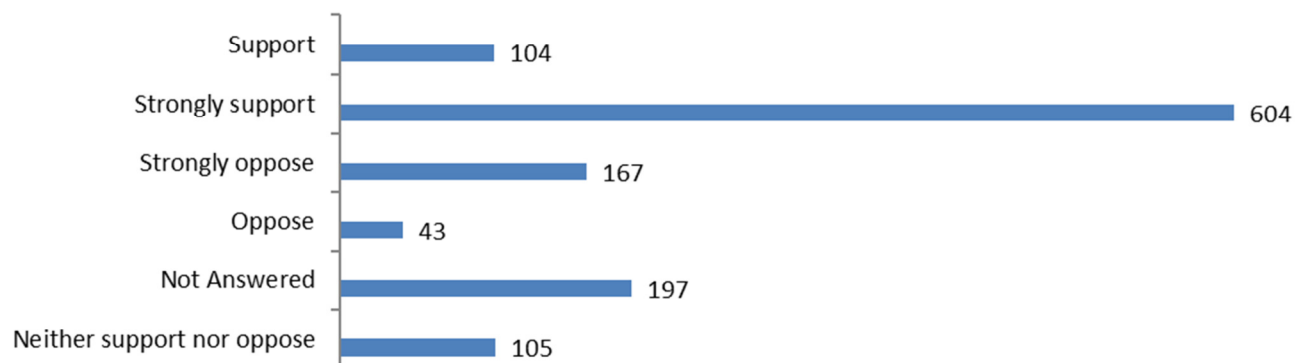


Question 15.

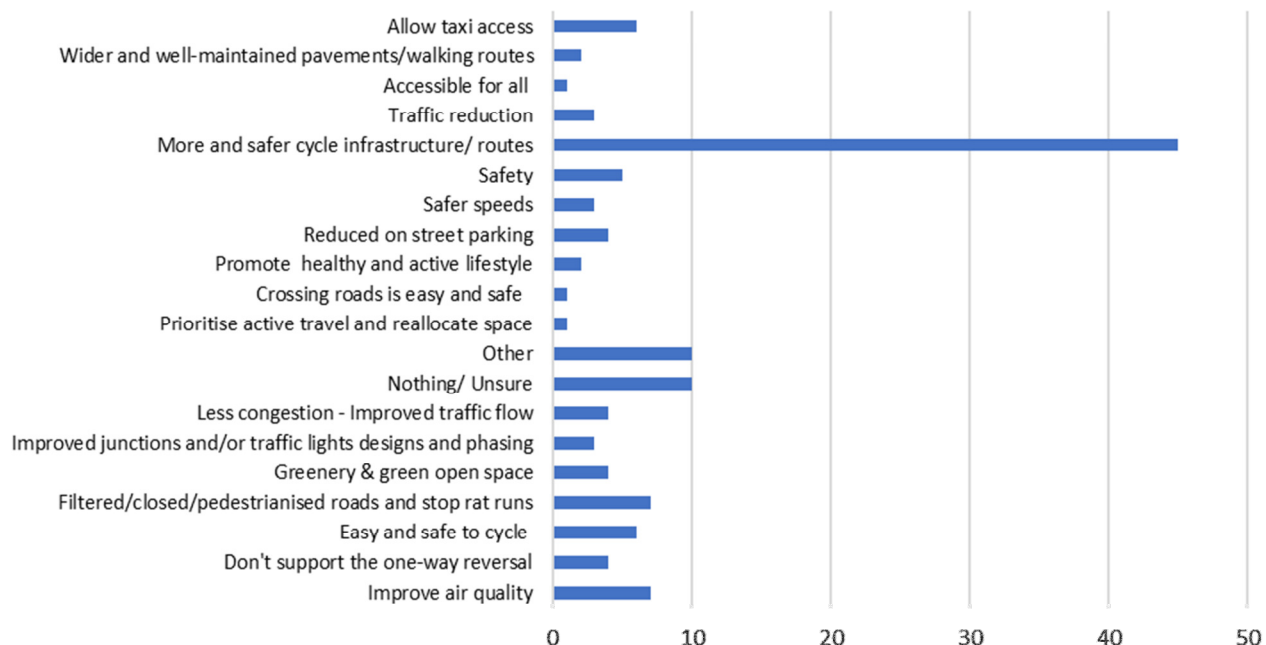
Do you support the proposals for Cope Street?

	Number	%
Strongly support	604	49.5%
Support	104	8.5%
Neither support nor oppose	105	8.6%
Oppose	43	3.5%
Strongly oppose	167	13.7%
Not Answered	197	16.1%
Total	1220	
Individuals making comments (estimated number of comments)	110 (128)	9.0%

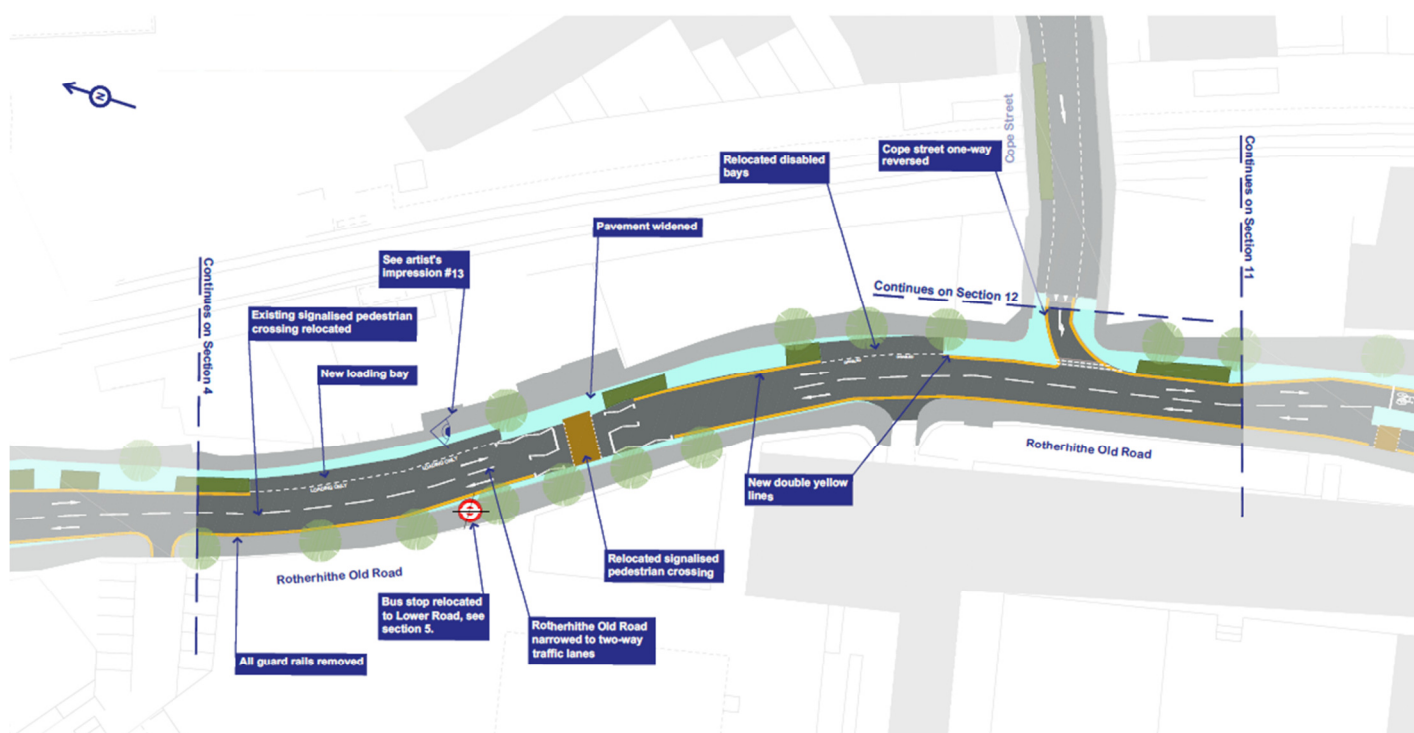
Section 12 - Level of support



Section 12



Section 13. Rotherhithe Old Road (between Hawkstone Road and Cope Street)

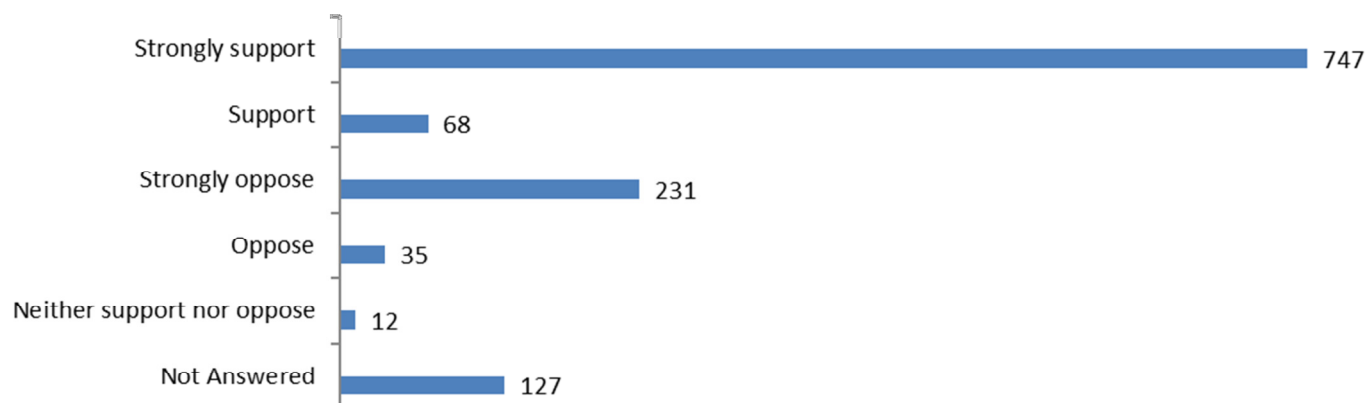


Question 16.

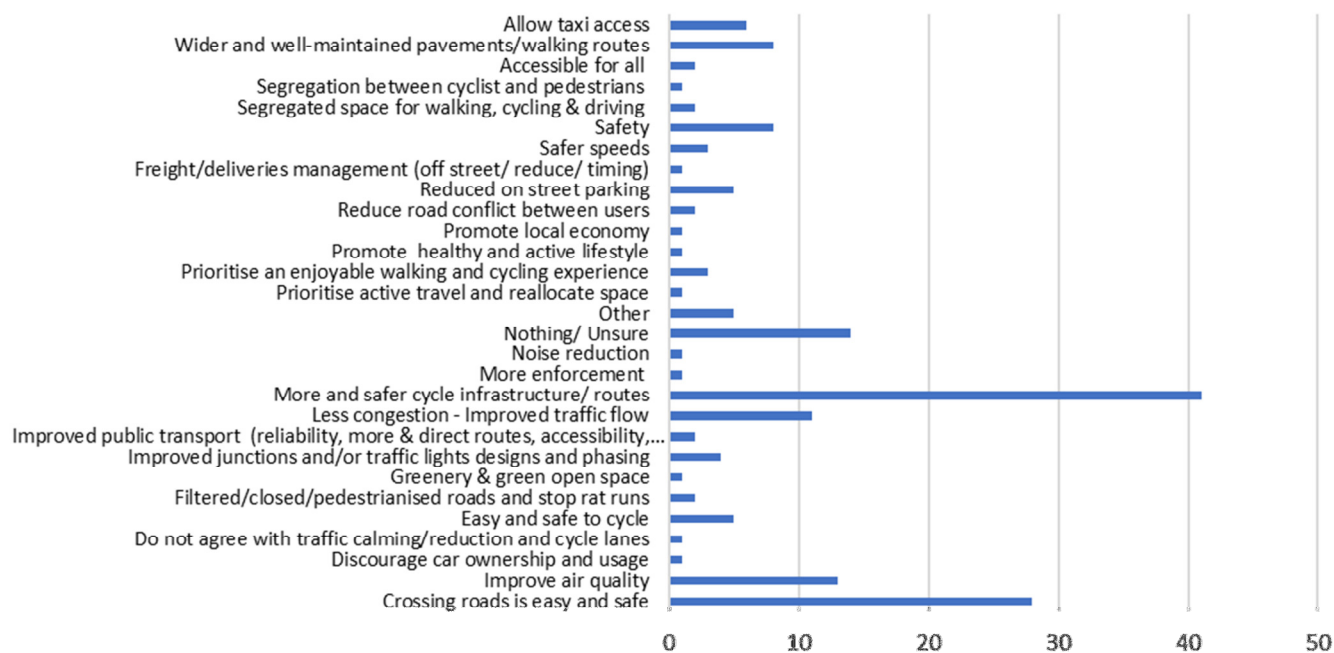
Do you support the proposals for Rotherhithe Old Road (between Hawkstone Road and Cope Street)?

	Number	%
Strongly support	747	61.2%
Support	68	5.6%
Neither support nor oppose	12	1.0%
Oppose	35	2.9%
Strongly oppose	231	18.9%
Not Answered	127	10.4%
Total	1220	
Individuals making comments (estimated number of comments)	106 (174)	8.7%

Section 13 - Level of support



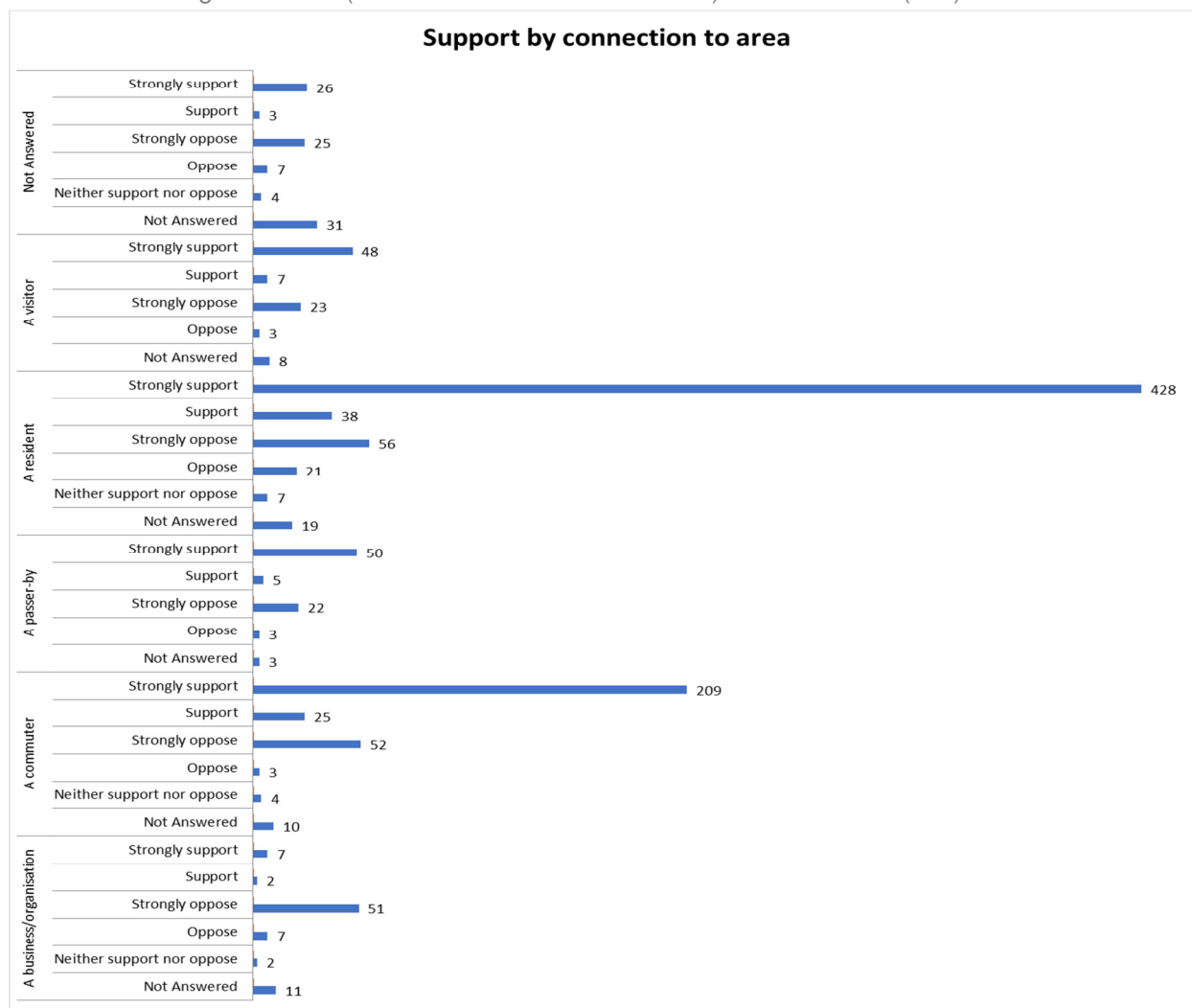
Section 13



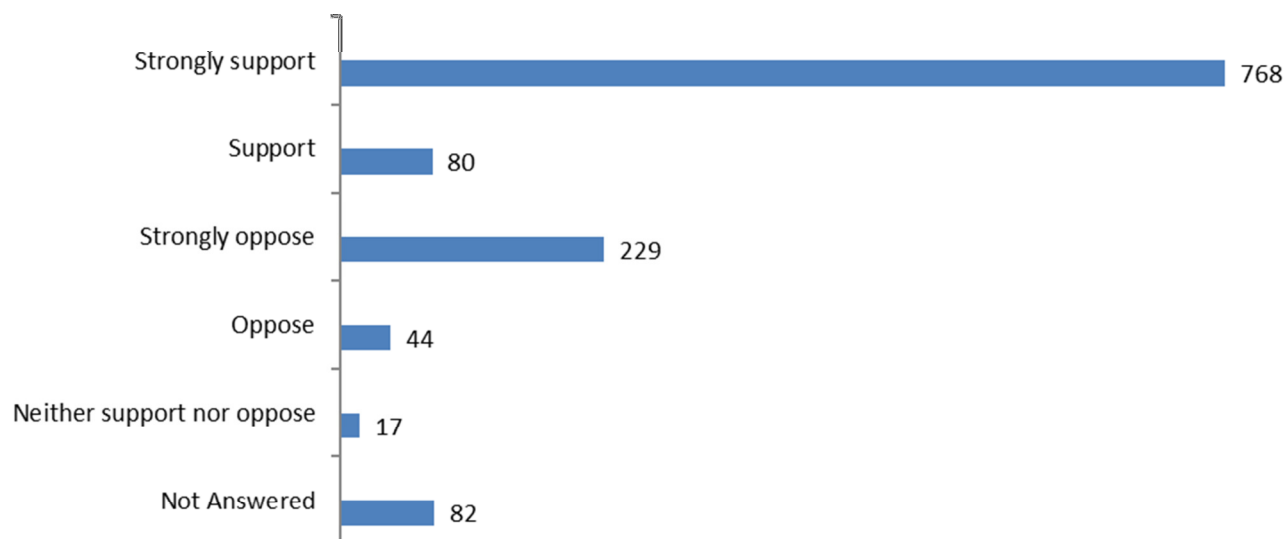
Overall Scheme

Question 17.		
Do you support the overall proposals?	Number	%
Strongly support	768	63.0%
Support	80	6.6%
Neither support nor oppose	17	1.4%
Oppose	44	3.6%
Strongly oppose	229	18.8%
Not Answered	82	6.7 %
Total	1220	

Individuals making comments (estimated number of comments) 532 (956) 43.6%



Overall scheme - Level of support











Overall



Stakeholders responses

Stakeholder responses are shown below. Free text responses and answers can be found in Appendix 1.

<p>Tideway</p>  <p>Tideway - LB Southwark Rotherhit</p>	<p>London Cycling Campaign</p>  <p>Re Rotherhithe Cycleway.msg</p>	<p>British Land</p>  <p>20191004 RMP - BL Response.pdf</p>
<p>London Borough of Lewisham</p>  <p>LBL.pdf</p>	<p>Rotherhithe Housing Forum</p>  <p>Rotherhithe Movement Plan Consultatio</p>	<p>Metropolitan Police</p>  <p>Rotherhithe Movement plan.msg</p>
<p>2000 Community Action Centre</p> <p>CS4 Rotherhithe Movement pl</p>	<p>Vicky Foxcroft MP</p>  <p>FW Rotherhithe Movement Plan (</p>	<p>Bence TRA Committee</p>  <p>Lower Road area and Cycleway.msg</p>

Summary of points raised

Throughout the consultation there are both positive and negative comments, together with suggestions to change the designs. The main themes are listed below, and specific details are included under each section.

Overall:

- Concerns over increased journey time, congestion and pollution caused by the proposed scheme.
- Concerns that the council are prioritising cyclists and commuters over residents.
- Concerns over potential conflict between cyclists, pedestrians and drivers at uncontrolled crossings, including side roads.
- Concerns over narrow road widths.
- Concerns over narrow footway widths.
- Concerns over loss of parking spaces throughout the scheme.
- Concerns of temporary road closures during/after construction.
- Concerns that delivery vehicles will have trouble due to stopping restrictions.
- Concerns over the creation of a bus only section of Lower Road
- Concern over additional traffic using Trundleys Road and local access in the Plough Way area
- Requests for increase in cycle infrastructure.
- Requests for further parking to be provided, to replace removed parking spaces.
- Requests for physical segregation between cyclists and pedestrians, rather than flush segregation or road markings.
- Requests for increased planting/trees where possible, potentially on areas of footway and in the segregation islands.
- Suggestions to allow taxis on the bus and cycle only section of Lower Road.
- Suggestions to allow motorbikes on the bus and cycle only section of Lower Road.
- Suggestions to lower the maximum vehicle speed to 20mph with legal enforcement and punishments for violating the speed limit.
- Suggestions to implement early release lights for cyclists at junctions.
- Suggestions to raise crossing points throughout the scheme to make the area safer for pedestrians.
- Suggestions to add cycle parking facilities.
- Suggestions to place yellow boxes at major junctions to prevent traffic from piling up and blocking flow.

Section 1: Lower Road (between Culling Road and Ann Moss Way)

- Concerns over historical and potential collisions between pedestrians and speeding vehicles at the zebra crossing south of Ann Moss Way. It has been suggested to calm traffic and enforce speed limits near the zebra crossing.
- Concerns over potential pedestrian/cyclist conflict at the informal pedestrian crossing which connects to the zebra crossing north of Ann Moss Way junction. It has been suggested to provide a zebra crossing through the segregated cycleway.
- Concerns over pedestrians crossing to the bus stop bypass – risk of collision with cyclists, particularly during rush hour. It was suggested to make it clear that cyclists have priority at this crossing.
- Requests to improve cycle connectivity to Neptune Street. It was suggested that the zebra crossing should be made a toucan crossing to allow cyclists to access Neptune Street without having to navigate the road.

Section 2: Lower Road (between Surrey Quays Road and Gomm Road)

- Concern over dual northbound exit lanes of Lower Road. There are existing concerns with vehicles merging at this location, and cars are often seen side by side well beyond the merging point. It was suggested to make the exit lane single with a yellow box at the junction to prevent idling vehicles during busy times.
- Concerns over the difficulty of crossing the junction. To get from Lower Road west to Surrey Quays Road south, pedestrians may have to wait at three islands while crossing.
- Concerns that the current design may not provide an adequate amount of storage space for C4 cyclists to cross into Surrey Quays Road.
- Concerns that the western footway of Lower Road footway environment will become unusable if it is narrowed any further.
- Requests to retain the on-pavement cycle tracks south of Gomm Road until works are complete.
- Requests to provide toucan crossing to the eastern footway of Lower Road, to allow easy cyclist and pedestrian access to Hothfield Place.
- Requests for more enforcement against drivers ignoring signals at the crossing south of Gomm Road.

Section 3: Lower Road (between Hothfield Place and China Hall Mews)

- Request to introduce gaps in the segregation kerb to allow easier cyclist access to Hithe Grove and China Hall Mews.
- Concerns over speeding in this section.
- Concerns crossing Lower Road

Section 4: Lower Road / Hawkstone Road / Rotherhithe Old Road

- Requests to add cycle lanes to Rotherhithe Old Road.
- There been complaints about the frequency of cycle greens in other similar schemes. It has been suggested to increase the frequency of cycle greens at the junction to prevent cyclists from jumping lights.
- Requests to maintain access to Surrey Quays shopping centre for cyclists and/or buses.
- Requests to improve and declutter Lower Road's pedestrian footway of street furniture and bins.
- Concerns with confusion/safety for cyclists, particularly at the east-west crossing.
- Concerns with confusion/safety concerns about the cycle left and right turns out of Hawkstone Road. Respondents are unsure why the left and right turns are on opposite sides of the road and are unsure if the right turn will allow them to access both Lower Road and Rotherhithe Old Road.
- Requests to allow taxis to access the cycle/bus only section of Lower Road.

Section 5: Lower Road / Redriff Road

- Suggestion to replace Redriff Road's southern footway buildout with a cycle bypass, allowing cyclists to turn left into Lower Road without requiring a green light.
- Concerns over buses turning into Redriff Road due to the narrow carriageway.
- Concerns that cyclists turning right into Lower Road from Redriff Road may be at risk.
- Some of Redriff Road's residents do not agree with the bus and cycle only section at Lower Road. Additionally, residents believe that redirected vehicles will cause increased car and commercial traffic and noise along Redriff Road / Salter Road.
- Requests to allow taxis to access the cycle/bus only section of Lower Road.

Section 6: Lower Road (between Redriff Road and Plough Way)

- Concerns about the pinch point between the two bus stops in this section.
- Suggestion to consider the position of planted trees / street furniture relative to the bus stop zebra crossing due to concerns with trees restricting visibility.
- Requests to provide easier cycle access to Cope Street.
- Concerns about the safety for pedestrians crossing at Cope Street, especially if the banned right turn into Cope Street is not legally enforced. Either a crossing should be placed here, or the banned right turn should be legally enforced.
- Concerns with the safety of the bays adjacent to CW4. Cyclists are at risk of being “doored” by vehicles stopping in the area.
- Support more trees or greenery.

Section 7: Lower Road / Plough Way

- Concern that there will be no clarity or safety for cyclists turning right into Rotherhithe New Road, left from Rotherhithe New Road and Lower Road and right from Rotherhithe New Road to Lower Road. There may be conflict between these cyclists and vehicles when cycles are attempting to enter C4.
- Concern the banned left turn causes difficulty for vehicles accessing Plough Way from the north side of Lower Road. Significant rerouting or U-turning is required to access Plough Way.
- Concern the banned right turn into Lower Road from Plough Way causes difficulty for Plough Road residents who want to access Redriff Road. Significant rerouting or U-turning is required to access Redriff Road and its shopping centre.
- Concerns about reduction of on street parking spaces.

Section 8: Lower Road (between Chilton Grove and Bestwood Street)

- Concern about how general traffic exit Croft Street. The eastern side of Croft Street is currently closed due to building construction works.
- Concerns about closing traffic access to Chiltern Grove from Lower Road.
- Concerns about the lack of signals at the junction with Croft Street.
- Concerns about possible collisions between the contraflow cyclists and vehicles entering Croft Street. There were recommendations to use the footway buildout space as a separator island, or to use vertical delineation at the boundary between the traffic lane and cycle path.
- Concerns about the removal of two trees without a replacement.
- Concern there is a loss of resident parking on Lower Road and no alternative locations to park

Section 9: Bestwood Street

- Concerns that redirected traffic will cause increased volumes and congestion on Bestwood Street, Trundley's Road and Bush Road.
- Concern over the narrow footway at the north west side of Bestwood Street.
- Requests to extend the cycle infrastructure to Bestwood Street and Bush Road.
- Suggestions to make the raised crossings zebra to improve safety for pedestrians crossing.

Section 10: Bush Road

- Concern about congestion on Bush Road.
- Suggestions that traffic calming measures are implemented on Bush Road and Rotherhithe New Road to reduce the likelihood of speeding.
- Suggestion that the left turn into Bush Road be permitted by providing pavement section or cycle bypass at the signalised junction with Rotherhithe Old Road.
- Suggestion to convert raised crossing to zebra crossing.

Section 11: Rotherhithe New Road (between Rotherhithe Old Road and Bush Road)

- Concerns have been raised over the lack of pedestrian crossing facilities on Rotherhithe New Road.
- Concerns over the closure of Oldfield Grove, part of the NCN cycle route 425. It has been suggested to provide an access to Oldfield Grove via a shared path section or cycle tracks.
- Requests to extend the cycle infrastructure to the roads in this section.

Section 12: Cope Street

- Requests to retain the contraflow cycling on Cope Street.
- Requests to change the characteristics of Cope Street; some are in favour making Cope Street two-way; others are in favour of two-way cycling; some are in favour of filtering the road, making it cycle and pedestrian only.

Section 13: Rotherhithe Old Road (between Hawkstone Road and Cope Street)

- Requests to provide a toucan crossing with a shared path north of Cope Street.
- Concern over the removal of the bus lane, which was used by cyclists. It was suggested to remove the buildout and parking/loading bays to create space for an additional cycle lane.
- Concern of the additional traffic on Rotherhithe Old Road

Appendix 1 –

Consultation Flyer and Business Questionnaire



Rotherhithe movement plan

#rotherhitthemovementplan

Help us to change your streets

Have your say on proposals to improve walking, cycling, parking and public transport in the Rotherhithe area.

Please turn over to see why the proposals have been developed.

For more details on the proposed plans and to respond to the questionnaire please visit:

www.southwork.gov.uk/rotherhitthemovementplan

Please respond by 4 October 2019

The flyer features a map of Rotherhithe with four proposed areas highlighted: A. Lower Road two-way working, B. Rotherhithe and Surrey Docks CPZ, C. Cycleway, and D. Rotherhithe cycleway. A person is shown riding a bicycle in the bottom right corner.

Twitter: @lb_southwork Facebook: facebook.com/southworkcouncil

Southwork Council
southwork.gov.uk

Proposals

A + C Lower Road creating two way streets

We want to change how the streets perform so that we can improve:

- Walking - by providing new crossings and widening footways
- Cycling - by providing segregated cycleway
- Bus reliability - improving bus journey times
- Local access issues - by creating two-way streets
- Public realm - such as Lower Road shopping area

B Rotherhithe and Surrey Docks CPZ

The changes in the Rotherhithe area in the coming years mean that a controlled parking zone (CPZ) for the area is essential. In particular, this is the only way to enforce the permit-free planning conditions for the Canada Water development and prevent an inevitable increase in parking pressure on your streets.

D Rotherhithe Cycleway

Cycling demand has been identified between Rotherhithe and Peckham we have therefore developed proposals for the section between Hawkstone Road and Rotherhithe Street along Redriff Road and Salter Road. The route identified links proposed and existing cycle routes in the area and will further encourage and assist active travel.

Have your say at www.southwork.gov.uk/rotherhitthemovementplan

If you would like to discuss and view the changes come along to our drop in sessions:

23 July, 5.30pm to 8pm
Canada Water library

8 August, 6pm to 8pm
Osprey Estate TRA hall

30 August, 12pm to 6pm
Canada Water library

7 September, 12pm to 6pm
Bacon's College

Contact details: highways@southwork.gov.uk, or 020 7525 2665/020 7525 0822.

FREPOST RSCT-BHXX-SCAJ, Highways Division (Transport Projects) Floor 3, Hub 2, Southwork Council, PO BOX 64529, London, SE1P 5LX

Twitter: @lb_southwork Facebook: facebook.com/southworkcouncil



Southwork Council
southwork.gov.uk

1. Business name and Address (make note before going into business)

2. Explain we are from Southwark and ask if we can talk to the owner or the manager.
3. If not there ask when is it best to speak to them, if possible take contact details or give our contact details.

4. If they are there explain that we would like to discuss, proposed changes to the streets in the area is it convenient to discuss now, if not when.

5. Find out if manager or owner and or role in business



6. Find out if they received a leaflet

Yes	No	Not sure
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Handout the following:

- Flyer
- Overview plan
- Proposals outside their premises

Explain the objectives\projects\changes.

The proposal will involve major changes to the streets in the area. The changes are intended to make the area more attractive, safe and accessible, particularly for residents, pedestrians, cyclists and bus passengers.

The main changes are:

- All main roads become two-way
- Outside Surrey Quays Station, bus and cycle only
- New pedestrian crossing by Cope Street
- Reduced traffic speeds
- More buses going northbound (1, 47, 188, 255, 381 & P12)
- New double yellow lines on south-west side of Lower Road
- New loading bays
- Parking provided on Cope Street

We believe the improvements should bring more visitors to the area and help make it an attractive environment to spend time in. However, we are aware that loss of parking spaces in the area may cause some concern for businesses. There will also be some disruption during the construction period

We want to find out from local businesses what kinds of improvements would be most appreciated, so that we can support you to attract customers and build your businesses.

Possibilities for improvements could include:

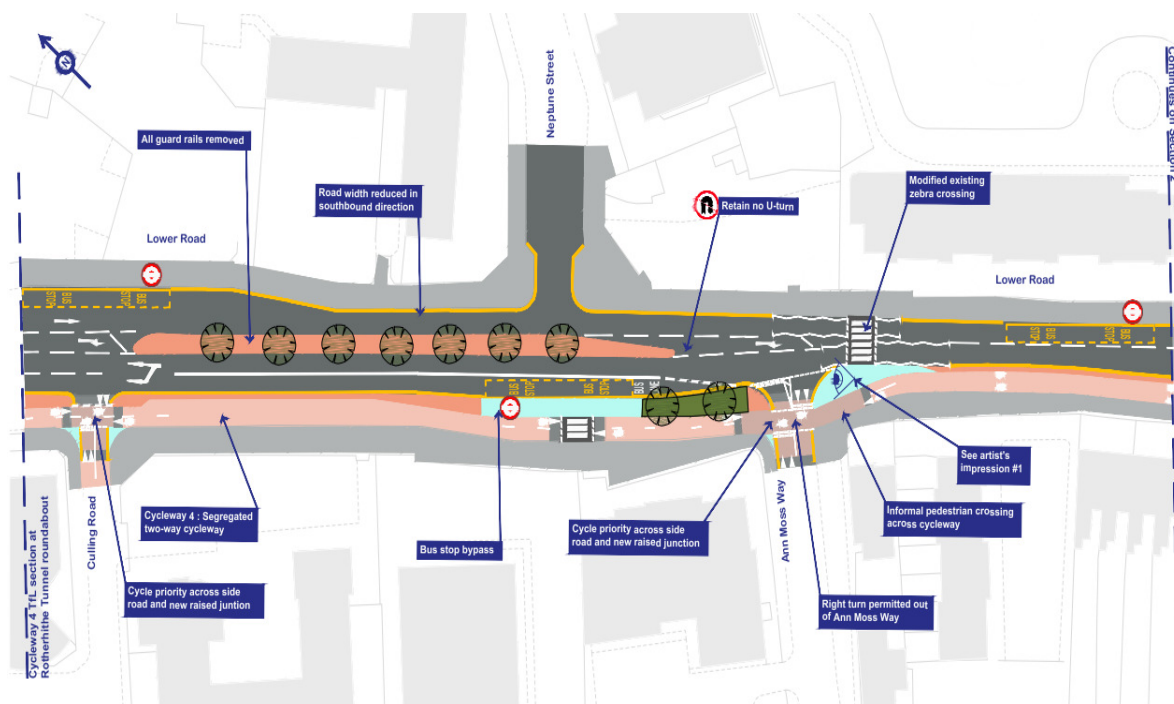
- Pavement surface improvements
- Tree planting
- Raised plant beds
- Public seating

Ask them to visit web-site to see scheme in more detail and complete questions on the hub Record their comments positive and negative

Appendix 2

Consultation Comments and Responses

Section 1. Lower Road (between Culling Road and Ann Moss Way)



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

Thought needs to be given to pedestrian crossings over the cycle way, as this is one of the dangers of segregated lanes in that it actually increases the number of potential interactions with cyclists and pedestrians. It can be managed but needs to be carefully done with clear "LOOK OUT" signs for all users.

true throughout the consolidation, but specifically here on the "informal" crossing by Anne Moss Way. Similar care needs to be taken to where cars turn across the cycle lane, also on Anne Moss Way

Make sure putting up signs for cyclist to keep eye out for pedestrians when crossing cycle lanes to get to and from bus stops. A cycle hurts hitting you at 30 mph. I have experience in city of London on pavements.

I support your plans, but the bus stop bypass will be dangerous to pedestrians and cyclists. It needs to be CLEARLY MARKED that cyclists have right of way, otherwise people will just walk out into the cycle path and get knocked down.

my only comment is that when segregated cycling is adopted, there needs to be clear indications to pedestrians where to cross as there can be initial hazards to them underestimating the need to cross 'two roads' with traffic coming from both directions (both the main road and the cycleway).

Where segregated cycle paths are adjacent to pavements - and especially where pedestrians need to cross the cycle path to reach the bus stop - it is imperative that the segregation is clear and defined. If the cycle path is perceived as part of or an extension to the pavement, it will be used as a pavement, which will push cyclists back into the highway. Obvious segregation with a physical demarcation is

imperative for pedestrian and cycle safety.

Please use a clearly different coloured tarmac on the cycle track where it crosses junction and side roads, eg. at Ann Moss Way. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in the cycle track as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions.

Please make it clear that the junction with Ann Moss way gives priority to cyclists. Perhaps with traffic lights or a kerb that cars have to drive over?

Informal pedestrian crossing seems like it could be a cause for conflict with cyclists and pedestrians? I really like the increase in trees, but please can the cycle way be kept clear of leaves with regular sweeping/maintenance?

Clean and tidy

Comments and or suggestions

Please make it clear that the junction with Ann Moss way gives priority to cyclists. Perhaps with traffic lights or a kerb that cars have to drive over?

Informal pedestrian crossing seems like it could be a cause for conflict with cyclists and pedestrians? I really like the increase in trees, but please can the cycle way be kept clear of leaves with regular sweeping/maintenance?

Improve air quality

Comments and or suggestions

These schemes cost millions in post business and increase pollution

You are going to turn the whole area into gridlock just like the embankment making more pollution making it difficult for people who actually need to drive to get anywhere disadvantage for the mini just for a few

This would make me feel much safer and improve air quality, it would have a massive difference for me

I would strongly support a Rotherhithe tunnel charge during peak times to reduce the congestion and improve the air quality in the immediate area, especially as there is a large park located at the southern approach. The charge would also improve the quality of life for residents who have to travel through this over used stretch of road.

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just**** lycra clad ****

I think it would be great for air quality and green space improvements

Another waste of money that will cause increased congestion and pollution

Narrowing lanes causes traffic JAMS/CONGESTION AND HEAVILY POLLUTE THE LOCAL ENVIRONMENTAL.

Cycle lanes are not used efficiently, waste space and money. Disabled and elderly people can't make use of them

Increased congestion & pollution

Strongly support the proposal for cycle path as this will provided added safety to cyclist and hopefully encourage more to cycle and hopefully reduce pollution levels

cycle lanes are only used during morning and evening rush hour... more cycle lanes will mean only one lane for cars and trucks in many places... in other words more congestion and more pollution... when are you going to get it into your thick heads that cycle lanes cause MORE pollution than they

relieve????
Please DO allow motorbikes to use the bus lanes; this would make my commute safer and reduce pollution emitted (at the moment, forced to idle because the traffic is very bad in the morning).
Two way segregated cycle routes will promote bicycle travel commute, enhance safety and has the potential to reduce traffic and enhance air quality.
Crossing roads is easy and safe
Comments and or suggestions
Disagree with informal crossing over cycle track
I think that from a safety point of view, a mini zebra crossing should be put across the bike path to link to the zebra crossing that crosses the road.
How about adding a mini zebra crossing for people wanting to cross the cycle track?
Make sure putting up signs for cyclist to keep eye out for pedestrians when crossing cycle lanes to get to and from bus stops. A cycle hurts hitting you at 30 mph. I have experience in city of London on pavements.
zebra crossing should carry on on the cycle path, to avoid collisions. the use of tree on the central reservation is a good addition. they should be improve by turning into a swale / sustainable drainage systems (SuDS) by adding a grass area with the tress, like is done near the bus stop on the south of the road.
Extend zebra crossing across the cycle lane.
Zebra crossing across cycle track
I suggest that there should be a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
Support, but link the zebra crossing with the cycleway, so make the "informal" crossing formal. If you don't do this I think there could be conflict between pedestrians crossing and cyclists during peak hours. I also suggest adding a yellow box junction outside Ann Moss Way to prevent people coming out or turning into the road from blocking the whole road, and only moving out when the road is clear.
Yes, a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway would be nice
A mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway please
I strongly support these proposals. I wonder whether there should be a zebra crossing across the cycleway instead of an informal crossing point.
The informal pedestrian crossing through the cycle way on the south-east side of Ann Moss way should be made formal. It is likely to be very busy at rush hour so it could become dangerous for pedestrians to cross and create cycle congestion.
Recommend extending the mini-zebra crossing across the cycleway
Mini zebra crossing across cycleway to connect with main zebra crossing would reduce cycle/pedestrian conflict.
Why is the pedestrian crossing to cycle lane "informal"? I would prefer it to be formal.
I support the creation of the cycleway, but I am concerned about the zebra crossing across Lower Road by Ann Moss Way. We have come close to an accident several times on this zebra crossing as although traffic heading towards the roundabout is travelling slowly / queueing, traffic heading away from the roundabout is moving much faster (sometimes aggressively so as they have just emerged from the Jamaica Road queue or the tunnel and are letting off steam). As a result cars travelling south sometimes do not see us crossing in time to stop from their high speed, particularly young children. With the cycleway the road will be narrower so there will be no space to wait in the middle if a car travelling south fails to stop in time. We know several people who have had nasty experiences with this and are aware that there have been some actual collisions and injuries. I would strongly support the introduction of a pelican crossing here to reduce the risk of collision and the raised heart rate the zebra causes at the moment, particularly when walking with children. Thanks.
A mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
Upgrading the informal pedestrian crossing to a zebra crossing would help pedestrians.
I request you install a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.

Suggest mini zebra crossing over cycleway in line with the zebra on the general carriageway
Suggest linking up the zebra crossing with a mini zebra crossing across the cycle path
Please put in a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
<p>The no right turn from Ann Moss Way into Lower Road was implemented to eliminate accidents including fatal ones, check your records. The island at the zebra crossing near Ann Moss Way was put there because it was too difficult to get across the whole road in one go. Check your records</p> <p>The road is very narrow in parts, taking a way the central area where by the way there is no guard rail will it give any extra space it will just squash are traffic into a smaller space.</p> <p>As part of the Canada Water redevelopment plan the number of new homes will increase traffic not reduce it. Over the years Lower has become like a car park with the part of the problem being the bottleneck at Rotherhithe Roundabout, even with the roundabout being redesigned there will still be a lot of traffic on Lower Road.</p> <p>Certainly do not agree with the informal crossing across the cycle lane. The road is used by people of all abilities, those who are less able would have to dodge the cyclists to get across the lane, and cyclists are notorious for not making way for pedestrians, example Cable Street in Wapping, I use it regularly and take my chances nearly being hit at times.</p> <p>Why is the cycle lane being built on the side with the most crossing points, surely it would make more sense to put it on the other side where Howland estate is.</p>
could the zebra crossing also cross the cycle lane so pedestrians find it easy to know where to cross?
Mini zebra crossing over the cycle lane to prevent pedestrians crossing and crashing into cyclists
Mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway
mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway
A mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
In addition, a mini zebra crossing across the cycle track that will link up with the zebra crossing across the general carriageway.
We need a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
There's a need for a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway
Mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway
Strongly support. I would ask for a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
I think it would be a good idea to install a mini zebra across the cycle track to link up with the zebra crossing across the general carriageway.
Could we have a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
A mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway would be good.
Safety for people using the zebra crossing and crossing the cycle track in the form of a zebra crossing across both sections
Add mini zebra across cycleway to link to zebra across roadway Improve connectivity from Neptune Street and beyond to cycle track.
A mini zebra crossing across the cycle track to join the zebra crossing on the carriageway will make things clearer and safer for cyclists and pedestrians
Add a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway
Add mini zebra across cycleway to link to zebra across roadway, as seen on Cycleway 6.

Improve connectivity from Neptune Street and beyond to cycle track.
There should be a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway
Would be good a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
Speed limit should be 20mph here. The zebra crossing should continue across the cycle track.
I suggest a mini zebra across the cycle track that will link up with the zebra crossing across the general carriageway.
Cycle access between Neptune Street and the proposed cycleway must be provided for. It is inappropriate to expect cyclists to ride with motor traffic here where there are segregated paths available. The zebra crossing south of Ann Moss Way should be modified to provide cycle crossing facilities to and from the cycleway and, the pavement between the crossing and Neptune Street should be made shared-use, so that cyclists can get between Neptune Street and the proposed cycleway without interacting with live motor traffic.
Improve clarity and safety for those using crossing facilities
Make sure putting up signs for cyclist to keep eye out for pedestrians when crossing cycle lanes to get to and from bus stops. A cycle hurts hitting you at 30 mph. I have experience in city of London on pavements.
my only comment is that when segregated cycling is adopted, there needs to be clear indications to pedestrians where to cross as there can be initial hazards to them underestimating the need to cross 'two roads' with traffic coming from both directions (both the main road and the cycleway).
Though as I resident I strongly support the right turn onto Lower Road and I accept the cycle lane, I have to express concerns on the idea of keeping the existing Zebra crossing by Ann Moss way in its current form . I believe it may create hazardous situation :E.g. In the last couple of years, myself and three people close to me have nearly been run over. Therefore, I feel the zebra crossing should be a flat top raised crossing point, forcing vehicles to slow down when approaching it. In addition, drivers leaving the street will have to check for northbound incoming traffic to stop at the same time than the bicycles in both directions and then repeat the process for southbound traffic and I question the waiting space for vehicles, especially trucks and large vans is sufficient to avoid accidents. Therefore, a yellow grid box is needed to have enough room for safety Other concerns are: - Visibility to ensure pedestrians are not hit by 'race-like-type' cyclists, especially at the bus stop -U-turn south to north still possible. Vans, cars, motorbike, they all do it all the time and I can't see anything in the design that will stop it unless a camera is fitted - Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than one vehicle waiting.
In support of proposed crossing facilities
According to the plane it seems that will avoid the crossing through the roundabout. This is in favour of the cyclist and will avoid any issues with the traffic.
This section of road at the moment is quite unpleasant to walk along as a pedestrian and very unpleasant to cycle along. I like many aspects of the proposals including the additional trees, the protected cycleway with priority over traffic, and the measures which will slow traffic speed. I also like how you have put an informal crossing over the cycleway by the zebra crossing - this should be the case when pedestrian volume is not very high crossing cycleways.
Looks like it will be nicer and less dangerous crossing the road, as less busy, and hopefully more green areas, outside the high street shopping areas. Would be nice with introduction of some spill out cafes etc. To make it nicer and better space

Discourage car ownership and usage

Comments and or suggestions

I don't see why motor vehicles have to be allowed anywhere but if they absolutely must then this seems like a bit of an improvement.

The current pedestrian zebra crossing pair near to the big roundabout seems to be gone, which is frustrating, as people walking from the park or Bermondsey station to Neptune street will need to go back on themselves.

Very important to improve safety for cyclists and move away from car dominated roads.

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

The area moves ok atm we don't need more cycle lanes and buses not everyone uses them

Cycle lanes have proved that in most cases they increase traffic congestion

Why do you need a cycle path there, cyclists can go through the park

No cycle lane necessary

Cycle lanes don't work for 97% of road users

Narrowing lanes causes traffic JAMS/CONGESTION AND HEAVILY POLLUTE THE LOCAL ENVIRONMENTAL.

Cycle lanes are not used efficiently, waste space and money. Disabled and elderly people can't make use of them

cycle lanes are only used during morning and evening rush hour... more cycle lanes will mean only one lane for cars and trucks in many places... in other words more congestion and more pollution... when are you going to get it into your thick heads that cycle lanes cause MORE pollution than they relieve????

Don't need more cycle lanes. Empty 22 hours of the day

1. Lower Road should be widened to two lanes northbound between Anne Moss Way and Surrey Quays Road, and the proposed cycle lane removed, to reduce bus congestion. Maybe one of these lanes can be a dedicated bus lane?

2. The Lower Road/Surrey Quays Road southbound bus stop can be removed as it is rarely used.

Easy and safe to cycle

Comments and or suggestions

So much better for bike! I'd feel confident to ride a bike.

nice introduction of trees between the two lanes. good for priority of cycle lane for side roads.

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

Keeping the cyclist segregated and easier for my wife l/children to cycle the route as they would otherwise be very vulnerable to vehicles.

Great to see continental style segregated cycle lanes which will make the area much safer and much more pleasant.

These are vital for safety for cyclists and improving road standards.

I want that main road to be safe for cyclists.

Making cycling safer in London is of Vital importance. This is a good step in that direction

There have been many traffic accidents involving cyclists here, it is a popular commuting route. Please make it safer for cyclists

As a cyclist who commutes I strongly agree with these plans in order to bridge safety between cyclists, vehicles and pedestrians

Strongly support the proposal for cycle path as this will provided added safety to cyclist and hopefully encourage more to cycle and hopefully reduce pollution levels

Two way segregated cycle routes will promote bicycle travel commute, enhance safety and has the potential to reduce traffic and enhance air quality.

Want my children to be able to cycle safely here! It's a motor dominated hellhole at the moment.

It's very important cyclist safety and I really support this cause, please help us stay safe!

I was nearly run over once, cycling south/east along this stretch by a very aggressive driver who turned into Neptune Street. This was untypical but a segregated cycle lane would avoid this risk.

Very important to improve safety for cyclists and move away from car dominated roads.
This will improve cycling which is currently difficult due to the narrow road at this point.
It's great to see a safer cycling route as it feels quite dangerous at the moment. No other comments on this area.
Flush segregation islands do not provide a true level of segregation and will not prevent motor vehicles intruding on the cycleway.
The bus stop shelter should be carefully positioned to ensure good sight lines for cycle track.

Filtered/closed/pedestrianised roads and stop rat runs
Comments and or suggestions
Please DO allow motorbikes to use the bus lanes; this would make my commute safer and reduce pollution emitted (at the moment, forced to idle because the traffic is very bad in the morning).
Traffic will move somewhere else
Keep the ban

Greenery & green open space
Comments and or suggestions
Suggestions from stakeholders
Please make the planted areas bird/pollinator-friendly.
zebra crossing should carry on on the cycle path, to avoid collisions.
the use of tree on the central reservation is a good addition. they should be improve by turning into a swale / sustainable drainage systems (SuDS) by adding a grass area with the tress, like is done near the bus stop on the south of the road.
Support for new planted areas
i like the trees
Please make it clear that the junction with Ann Moss way gives priority to cyclists. Perhaps with traffic lights or a kerb that cars have to drive over?
Informal pedestrian crossing seems like it could be a cause for conflict with cyclists and pedestrians?
I really like the increase in trees, but please can the cycle way be kept clear of leaves with regular sweeping/maintenance?
nice introduction of trees between the two lanes. good for priority of cycle lane for side roads.
joining existing cycle superhighway is great, good to see tree additions,
I think it would be great for air quality and green space improvements
Looks like it will be nicer and less dangerous crossing the road, as less busy, and hopefully more green areas, outside the high street shopping areas.
Would be nice with introduction of some spill out cafes etc.
To make it nicer and better space
Yes more trees!

Improved junctions and/or traffic lights designs and phasing
Comments and or suggestions
Pedestrian/Cycle priority
Given the amount of space on the median, there is no reason the bicycle lane should narrow to near Ann Moss Way and the proposed new pavement.
I don't see why motor vehicles have to be allowed anywhere but if they absolutely must then this seems like a bit of an improvement.
The current pedestrian zebra crossing pair near to the big roundabout seems to be gone, which is frustrating, as people walking from the park or Bermondsey station to Neptune street will need to go back on themselves.
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.
More details here in the last section
https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf

Enable safer driving/Traffic calming

The no right turn from Ann Moss Way into Lower Road was implemented to eliminate accidents including fatal ones, check your records. The island at the zebra crossing near Ann Moss Way was put there because it was too difficult to get across the whole road in one go. Check your records. The road is very narrow in parts, taking a way the central area where by the way there is no guard rail will it give any extra space it will just squash are traffic into a smaller space.

As part of the Canada Water redevelopment plan the number of new homes will increase traffic not reduce it. Over the years Lower has become like a car park with the part of the problem being the bottleneck at Rotherhithe Roundabout, even with the roundabout being redesigned there will still be a lot of traffic on Lower Road.

Certainly do not agree with the informal crossing across the cycle lane. The road is used by people of all abilities, those who are less able would have to dodge the cyclists to get across the lane, and cyclists are notorious for not making way for pedestrians, example Cable Street in Wapping, I use it regularly and take my chances nearly being hit at times.

Why is the cycle lane being built on the side with the most crossing points, surely it would make more sense to put it on the other side where Howland estate is.

Right turn from Ann Moss is dangerous and reason why this was stopped was due to a motorcyclist fatality-. It is noted that there will be no clear view when exiting due to the new trees being planted and as such oncoming traffic obscured

Please make it clear that the junction with Ann Moss way gives priority to cyclists. Perhaps with traffic lights or a kerb that cars have to drive over?

Informal pedestrian crossing seems like it could be a cause for conflict with cyclists and pedestrians?

I really like the increase in trees, but please can the cycle way be kept clear of leaves with regular sweeping/maintenance?

Please use a clearly different coloured tarmac on the cycle track where it crosses junction and side roads, eg. at Ann Moss Way. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in the cycle track as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.

Support, but link the zebra crossing with the cycleway, so make the "informal" crossing formal. If you don't do this I think there could be conflict between pedestrians crossing and cyclists during peak hours.

I also suggest adding a yellow box junction outside Ann Moss Way to prevent people coming out or turning into the road from blocking the whole road, and only moving out when the road is clear.

entrance to culling road should be made to be closer to 90 degrees to reduce speed of left turning vehicles entering culling rd

We have concerns at to the size of the taper for the right turn in to Ann Moss Way

Though as I resident I strongly support the right turn onto Lower Road and I accept the cycle lane, I have to express concerns on the idea of keeping the existing Zebra crossing by Ann Moss way in its current form . I believe it may create hazardous situation:E.g. In the last couple of years, myself and three people close to me have nearly been run over. Therefore, I feel the zebra crossing should be a flat top raised crossing point, forcing vehicles to slow down when approaching it.

In addition, drivers leaving the street will have to check for northbound incoming traffic to stop at the same time than the bicycles in both directions and then repeat the process for southbound traffic and I question the waiting space for vehicles, especially trucks and large vans is sufficient to avoid accidents. Therefore, a yellow grid box is needed to have enough room for safety

Other concerns are:

- Visibility to ensure pedestrians are not hit by 'race-like-type' cyclists, especially at the bus stop
- U-turn south to north still possible. Vans, cars, motorbike, they all do it all the time and I can't see anything in the design that will stop it unless a camera is fitted
- Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than

one vehicle waiting.
Disagree with cycle/pedestrian priorities
I do not support cycle priority across side road and raised junction.
Safer for cyclist's to have to stop to allow access to vehicles to and from AMW/CR to Lower Road.
reducing the road width and changing priorities at lights will cause people to be trapped in Rotherhithe tunnel with poor ventilation for even longer than now, you will be suffocating them

Improved motor vehicles drivers/riders behaviours
Comments and or suggestions
Please use a clearly different coloured tarmac on the cycle track where it crosses junction and side roads, eg. at Ann Moss Way. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in the cycle track as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.
Currently other vehicles seem to use the cycle lane as an extra lane to sneak in and filter through traffic, including motorcycles and scooters. It's currently quite dangerous in the morning rush.

Improved pedestrian behaviour
Comments and or suggestions
my only comment is that when segregated cycling is adopted, there needs to be clear indications to pedestrians where to cross as there can be initial hazards to them underestimating the need to cross 'two roads' with traffic coming from both directions (both the main road and the cycleway).

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)
Comments and or suggestions
No evidence of what is happening to bus stop just after Ann Moss Way Northbound ?
Would prefer a bus lane to the cycle path. This will help stop busses getting held up in the rotherhithe tunnel gridlock.
1. Lower Road should be widened to two lanes northbound between Anne Moss Way and Surrey Quays Road, and the proposed cycle lane removed, to reduce bus congestion. Maybe one of these lanes can be a dedicated bus lane?
2. The Lower Road/Surrey Quays Road southbound bus stop can be removed as it is rarely used.

Less congestion - Improved traffic flow
Comments and or suggestions
You are gridlocking London for a few cyclists in summer. Please stop this nonsense
It will increase traffic
Will lead to traffic chaos
You will make congestion worse
Cycle lanes have proved that in most cases they increase traffic congestion
It will just cause more traffic in the area
Will cause traffic
Complete rubbish plan that will cause massive traffic problems. Whoever has thought of this needs to be fired
You are going to turn the whole area into gridlock just like the embankment making more pollution making it difficult for people who actually need to drive to get anywhere disadvantage for the mini just for a few
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids.

Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just**** lycra clad ****

Excellent proposal, its safe practical and promotes traffic flow efficiency

I would strongly support a Rotherhithe tunnel charge during peak times to reduce the congestion and improve the air quality in the immediate area, especially as there is a large park located at the southern approach. The charge would also improve the quality of life for residents who have to travel through this over used stretch of road.

reducing the road width and changing priorities at lights will cause people to be trapped in Rotherhithe tunnel with poor ventilation for even longer than now, you will be suffocating them

This is already a very congested area all you are going to do is make it even more so

Congestion

Another waste of money that will cause increased congestion and pollution

Narrowing lanes causes traffic JAMS/CONGESTION AND HEAVILY POLLUTE THE LOCAL ENVIRONMENTAL.

Cycle lanes are not used efficiently, waste space and money. Disabled and elderly people can't make use of them

Increased congestion & pollution

A reduction of width of the southbound section seems like it would just increase congestion at the tunnel roundabout

cycle lanes are only used during morning and evening rush hour... more cycle lanes will mean only one lane for cars and trucks in many places... in other words more congestion and more pollution... when are you going to get it into your thick heads that cycle lanes cause MORE pollution than they relieve????

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

I am never in favour of bus stops on islands in the road. This arrangement is difficult for pedestrians, particularly those with reduced mobility or vision.

This is a busy road in rush hour and these arrangements can only make things worse, particularly when there is a problem in the Rotherhithe Tunnel.

Please DO allow motorbikes to use the bus lanes; this would make my commute safer and reduce pollution emitted (at the moment, forced to idle because the traffic is very bad in the morning).

Two way segregated cycle routes will promote bicycle travel commute, enhance safety and has the potential to reduce traffic and enhance air quality.

Makes commuting between to slow and will ruin people's home life

Reduced carriageway width will restrict traffic flow.

Any improvements made by tfl usually results in more congestion.

More and safer cycle infrastructure/ routes

Comments and or suggestions

General Support of cycle infrastructure

Fantastic proposal to join up here with Cycleway 4 coming from central London.

2-way cycle/continuation of Cycle Superhighway 4 is a must.

More safe and direct cycling infrastructure pls

It's great to see a safer cycling route as it feels quite dangerous at the moment. No other comments on this area.

Suggested improvements

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

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Cycle access between Neptune Street and the proposed cycleway must be provided for. It is inappropriate to expect cyclists to ride with motor traffic here where there are segregated paths

available.

The zebra crossing south of Ann Moss Way should be modified to provide cycle crossing facilities to and from the cycleway and, the pavement between the crossing and Neptune Street should be made shared-use, so that cyclists can get between Neptune Street and the proposed cycleway without interacting with live motor traffic.

Add mini zebra across cycleway to link to zebra across roadway Improve connectivity from Neptune Street and beyond to cycle track.

Add mini zebra across cycleway to link to zebra across roadway, as seen on Cycleway 6. Improve connectivity from Neptune Street and beyond to cycle track.

More enforcement

Comments and or suggestions

enforce speed limit with more speed cameras

Though as I resident I strongly support the right turn onto Lower Road and I accept the cycle lane, I have to express concerns on the idea of keeping the existing Zebra crossing by Ann Moss way in its current form . I believe it may create hazardous situation:E.g. In the last couple of years, myself and three people close to me have nearly been run over. Therefore, I feel the zebra crossing should be a flat top raised crossing point, forcing vehicles to slow down when approaching it.

In addition, drivers leaving the street will have to check for northbound incoming traffic to stop at the same time than the bicycles in both directions and then repeat the process for southbound traffic and I question the waiting space for vehicles, especially trucks and large vans is sufficient to avoid accidents. Therefore, a yellow grid box is needed to have enough room for safety

Other concerns are:

- Visibility to ensure pedestrians are not hit by 'race-like-type' cyclists, especially at the bus stop
- U-turn south to north still possible. Vans, cars, motorbike, they all do it all the time and I can't see anything in the design that will stop it unless a camera is fitted
- Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than one vehicle waiting.

Other

Comments and or suggestions

General opposition to changes

Look at other projects

ie: old st roundabout

When will you understand people need to use vehicles for business but what has changed in recent years

How about putting a charge on food delivery or maybe amazon parcel delivery or maybe look at massive increase in private hire vehicles in past few years but no it's nothing to do with that is it WAKE UP AND USE YOUR EYES COUNCILS AND GOVERNMENT ARE ALLOWING AMERICAN NON TAX PAYING COMPANIES TO DESTROY OUR STREETS THROUGH CONGESTION AND YOUR SOLUTION IS TO PENALISE LOCALS

Leave our roads alone and stop making it as difficult as possible for people to get around our town

Southwark is slowly killing off Rotherhithe as a place to live because you are restricting all travel, preventing buses, cars and bikes from actually moving and isolating the area. it's an appalling scheme designed by people who don't live here.

There should be no reduction of road space for traffic

I'm amazed that these changes are even being considered, as a member of the community who knows the area extremely well I can only assume that people making these wayward decisions for change do not have a clear understanding of the area and the current transport links. I'm disgusted! Cycling is not the only want or need for the community, these possible moves are forcing these unwanted changes.

Other road improvements Bayswater road, embankment upper & lower Thames street Highbury corner & Elephant & Castle are similar project that half failed

Other

The no right turn from Ann Moss Way into Lower Road was implemented to eliminate accidents including fatal ones, check your records. The island at the zebra crossing near Ann Moss Way was put

there because it was too difficult to get across the whole road in one go. Check your records
The road is very narrow in parts, taking a way the central area where by the way there is no guard rail will it give any extra space it will just squash are traffic into a smaller space.

As part of the Canada Water redevelopment plan the number of new homes will increase traffic not reduce it. Over the years Lower has become like a car park with the part of the problem being the bottleneck at Rotherhithe Roundabout, even with the roundabout being redesigned there will still be a lot of traffic on Lower Road.

Certainly do not agree with the informal crossing across the cycle lane. The road is used by people of all abilities, those who are less able would have to dodge the cyclists to get across the lane, and cyclists are notorious for not making way for pedestrians, example Cable Street in Wapping, I use it regularly and take my chances nearly being hit at times.

Why is the cycle lane being built on the side with the most crossing points, surely it would make more sense to put it on the other side where Howland estate is.

I use this section daily and can't see any improvement to the existing setup.

There is no cycle lane on the north side

Segregated two way cycle lane is a must, but please consider that some of the bicycle traffic could be also safely moved to the park

I would strongly support a Rotherhithe tunnel charge during peak times to reduce the congestion and improve the air quality in the immediate area, especially as there is a large park located at the southern approach. The charge would also improve the quality of life for residents who have to travel through this over used stretch of road.

Why are you proposing public realm improvement here but not in Rotherhithe Old Road? Other roads needs transforming too.

Especially those with a lot of traffic on them.

More of a steep ramp up from Lower Road to Ann Moss Way - the artist's impression seems to show a very gentle slope

Pedestrian priority

Comments and or suggestions

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

Cyclists given far too much priority over pedestrians

Do not allow right turn out of Ann Moss Way. It's too dangerous.

Before you spend c2 years designing a scheme involve local residents and businesses early on.

"Raised carriageway" features need to have road markings to indicate priority for pedestrians.

You keep a zebra crossing here while removing zebra crossings Bush Rd / Rotherhithe New Road / Rotherhithe Old Road and installing pelican type crossings.

You propose to spend a lot of money on an island and trees in this location while not bothering in Bush Rd / Rotherhithe New Road / Rotherhithe Old Road - How come?

Is the decision political? Based on area tenure profiles?

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

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Promote healthy and active lifestyle

Comments and or suggestions

Strongly support the proposal for cycle path as this will provided added safety to cyclist and hopefully encourage more to cycle and hopefully reduce pollution levels

Strongly support the introduction of a segregated cycleway. This is absolutely essential for

encouraging more people, especially women and families, to cycle. I know so many women too scared to cycle around here, and most would never allow their children to cycle either. This goes some way towards making this area safer and more inclusive.

It would be great if the cycleway was fully segregated and protected. So many cycleways have hundreds of cars parked on them at the weekend, delivery trucks loading during rush hour, and buses and taxis pulling in at frequent periods. A cycleway that actually protects and prioritises cyclists would be welcome.

Promote local economy

Comments and or suggestions

Yes I think the no right turn from Ann Moss Way into Lower Road being scrapped is a good idea, it gives Residents & Business users like myself full access to Lower Road & Surrey Quays

Reduce road conflict between users

Comments and or suggestions

Reduce conflicts at junctions

Thought needs to be given to pedestrian crossings over the cycle way, as this is one of the dangers of segregated lanes in that it actually increases the number of potential interactions with cyclists and pedestrians. It can be managed but needs to be carefully done with clear "LOOK OUT" signs for all users.

true throughout the consolidation, but specifically here on the "informal" crossing by Anne Moss Way. Similar care needs to be taken to where cars turn across the cycle lane, also on Anne Moss Way

I support the creation of the cycleway, but I am concerned about the zebra crossing across Lower Road by Ann Moss Way. We have come close to an accident several times on this zebra crossing as although traffic heading towards the roundabout is travelling slowly / queueing, traffic heading away from the roundabout is moving much faster (sometimes aggressively so as they have just emerged from the Jamaica Road queue or the tunnel and are letting off steam). As a result cars travelling south sometimes do not see us crossing in time to stop from their high speed, particularly young children. With the cycleway the road will be narrower so there will be no space to wait in the middle if a car travelling south fails to stop in time. We know several people who have had nasty experiences with this and are aware that there have been some actual collisions and injuries.

I would strongly support the introduction of a pelican crossing here to reduce the risk of collision and the raised heart rate the zebra causes at the moment, particularly when walking with children. Thanks.

zebra crossing should carry on on the cycle path, to avoid collisions.

the use of tree on the central reservation is a good addition. they should be improve by turning into a swale / sustainable drainage systems (SuDS) by adding a grass area with the tress, like is done near the bus stop on the south of the road.

The informal pedestrian crossing through the cycle way on the south-east side of Ann Moss way should be made formal. It is likely to be very busy at rush hour so it could become dangerous for pedestrians to cross and create cycle congestion.

Mini zebra crossing across cycleway to connect with main zebra crossing would reduce cycle/pedestrian conflict.

Support, but link the zebra crossing with the cycleway, so make the "informal" crossing formal. If you don't do this I think there could be conflict between pedestrians crossing and cyclists during peak hours.

I also suggest adding a yellow box junction outside Ann Moss Way to prevent people coming out or turning into the road from blocking the whole road, and only moving out when the road is clear.

The no right turn from Ann Moss Way into Lower Road was implemented to eliminate accidents including fatal ones, check your records. The island at the zebra crossing near Ann Moss Way was put there because it was too difficult to get across the whole road in one go. Check your records

The road is very narrow in parts, taking a way the central area where by the way there is no guard rail will it give any extra space it will just squash are traffic into a smaller space.

As part of the Canada Water redevelopment plan the number of new homes will increase traffic not reduce it. Over the years Lower has become like a car park with the part of the problem being the bottleneck at Rotherhithe Roundabout, even with the roundabout being redesigned there will still be a lot of traffic on Lower Road.

Certainly do not agree with the informal crossing across the cycle lane. The road is used by people of all abilities, those who are less able would have to dodge the cyclists to get across the lane, and cyclists are notorious for not making way for pedestrians, example Cable Street in Wapping, I use it regularly and take my chances nearly being hit at times.

Why is the cycle lane being built on the side with the most crossing points, surely it would make more sense to put it on the other side where Howland estate is.

These changes Segregated two way cycleway on the south side of Lower Road
Cycle priority provided across Culling Road and Ann Moss way through raised junction to reduce the speed of turning traffic will make it safer for cyclists.

Though as I resident I strongly support the right turn onto Lower Road and I accept the cycle lane, I have to express concerns on the idea of keeping the existing Zebra crossing by Ann Moss way in its current form . I believe it may create hazardous situation:E.g. In the last couple of years, myself and three people close to me have nearly been run over. Therefore, I feel the zebra crossing should be a flat top raised crossing point, forcing vehicles to slow down when approaching it.

In addition, drivers leaving the street will have to check for northbound incoming traffic to stop at the same time than the bicycles in both directions and then repeat the process for southbound traffic and I question the waiting space for vehicles, especially trucks and large vans is sufficient to avoid accidents. Therefore, a yellow grid box is needed to have enough room for safety

Other concerns are:

- Visibility to ensure pedestrians are not hit by 'race-like-type' cyclists, especially at the bus stop
- U-turn south to north still possible. Vans, cars, motorbike, they all do it all the time and I can't see anything in the design that will stop it unless a camera is fitted
- Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than one vehicle waiting.

Cycle access between Neptune Street and the proposed cycleway must be provided for. It is inappropriate to expect cyclists to ride with motor traffic here where there are segregated paths available.

The zebra crossing south of Ann Moss Way should be modified to provide cycle crossing facilities to and from the cycleway and, the pavement between the crossing and Neptune Street should be made shared-use, so that cyclists can get between Neptune Street and the proposed cycleway without interacting with live motor traffic.

better for cyclists to have to stop to allow access to vehicles to and from AMW/CR to lower road

Other

Flush segregation islands do not provide a true level of segregation and will not prevent motor vehicles intruding on the cycleway.

The bus stop shelter should be carefully positioned to ensure good site lines for cycle track.

According to the plane it seems that will avoid the crossing through the roundabout. This is in favour of the cyclist and will avoid any issues with the traffic.

Reduced on street parking

Comments and or suggestions

Though as I resident I strongly support the right turn onto Lower Road and I accept the cycle lane, I have to express concerns on the idea of keeping the existing Zebra crossing by Ann Moss way in its current form . I believe it may create hazardous situation:E.g. In the last couple of years, myself and three people close to me have nearly been run over. Therefore, I feel the zebra crossing should be a flat top raised crossing point, forcing vehicles to slow down when approaching it.

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- Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to

ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than one vehicle waiting.

Road maintenance

Comments and or suggestions

Leave it as it is all the roads need is resurfacing and that is it! The systems works fine as it is.

Although I tend to avoid this road at all costs, I sometimes cycle through it when I need to access the Surrey Quays Shopping Centre and/or Canada Water and Surrey Quays stations. I do feel very vulnerable on this road due to firstly, the road conditions which could do with an update, and secondly the high speed volume of trafficking cars. A segregated path would make a lot of sense for the safety of cyclists, car users and pedestrians.

Things to see and do

Comments and or suggestions

Looks like it will be nicer and less dangerous crossing the road, as less busy, and hopefully more green areas, outside the highstreet shopping areas.

Would be nice with introduction of some spill out cafes etc.

To make it nicer and better space

Safer speeds

Comments and or suggestions

Although I tend to avoid this road at all costs, I sometimes cycle through it when I need to access the Surrey Quays Shopping Centre and/or Canada Water and Surrey Quays stations. I do feel very vulnerable on this road due to firstly, the road conditions which could do with an update, and secondly the high speed volume of trafficking cars. A segregated path would make a lot of sense for the safety of cyclists, car users and pedestrians.

This section of road at the moment is quite unpleasant to walk along as a pedestrian and very unpleasant to cycle along. I like many aspects of the proposals including the additional trees, the protected cycleway with priority over traffic, and the measures which will slow traffic speed. I also like how you have put an informal crossing over the cycleway by the zebra crossing - this should be the case when pedestrian volume is not very high crossing cycleways.

These changes Segregated two way cycleway on the south side of Lower Road
Cycle priority provided across Culling Road and Ann Moss way through raised junction to reduce the speed of turning traffic will make it safer for cyclists.

entrance to culling road should be made to be closer to 90 degrees to reduce speed of left turning vehicles entering culling rd

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- Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than one vehicle waiting.

enforce speed limit with more speed cameras

Speed limit should be 20mph here.
 The zebra crossing should continue across the cycle track.
 The redesign should also act to calm traffic

Safety

Comments and or suggestions

Scheme does not appear to be safe

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just ***** lycra clad *****

Right turn from Ann Moss is dangerous and reason why this was stopped was due to a motorcyclist fatality-. It is noted that there will be no clear view when exiting due to the new trees being planted and as such oncoming traffic obscured

We have concerns at to the size of the taper for the right turn in to Ann Moss Way

Do not allow right turn out of Ann Moss Way. It's too dangerous.

Before you spend c2 years designing a scheme involve local residents and businesses early on.

"Raised carriageway" features need to have road markings to indicate priority for pedestrians.

You keep a zebra crossing here while removing zebra crossings Bush Rd / Rotherhithe New Road / Rotherhithe Old Road and installing pelican type crossings.

You propose to spend a lot of money on an island and trees in this location while not bothering in Bush Rd / Rotherhithe New Road / Rotherhithe Old Road - How come?

Is the decision political? Based on area tenure profiles?

Scheme appears to be safe

This would make me feel much safer and improve air quality, it would have a massive difference for me

It seems safe

The proposals will make travel safer.

These are vital for safety for cyclists and improving road standards.

These new proposals are vital for cycling and keeping people safe

As a cyclist who commutes I strongly agree with these plans in order to bridge safety between cyclists, vehicles and pedestrians

Greater safety for all Road users

I was nearly run over once, cycling south/east along this stretch by a very aggressive driver who turned into Neptune Street. This was untypical but a segregated cycle lane would avoid this risk.

General suggestions

I support the creation of the cycleway, but I am concerned about the zebra crossing across Lower Road by Ann Moss Way. We have come close to an accident several times on this zebra crossing as although traffic heading towards the roundabout is travelling slowly / queueing, traffic heading away from the roundabout is moving much faster (sometimes aggressively so as they have just emerged from the Jamaica Road queue or the tunnel and are letting off steam). As a result cars travelling south sometimes do not see us crossing in time to stop from their high speed, particularly young children. With the cycleway the road will be narrower so there will be no space to wait in the middle if a car travelling south fails to stop in time. We know several people who have had nasty experiences with this and are aware that there have been some actual collisions and injuries.

I would strongly support the introduction of a pelican crossing here to reduce the risk of collision and the raised heart rate the zebra causes at the moment, particularly when walking with children. Thanks.

More of a steep ramp up from Lower Road to Ann Moss Way - the artist's impression seems to show a very gentle slope

Bus stop bypasses are not the best idea as they pose too much risk to both cyclists and pedestrians.

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please

use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

Please DO allow motorbikes to use the bus lanes; this would make my commute safer and reduce pollution emitted (at the moment, forced to idle because the traffic is very bad in the morning).

Must ensure right turns are genuinely SAFE for all users

Though as I resident I strongly support the right turn onto Lower Road and I accept the cycle lane, I have to express concerns on the idea of keeping the existing Zebra crossing by Ann Moss way in its current form . I believe it may create hazardous situation:E.g. In the last couple of years, myself and three people close to me have nearly been run over. Therefore, I feel the zebra crossing should be a flat top raised crossing point, forcing vehicles to slow down when approaching it.

In addition, drivers leaving the street will have to check for northbound incoming traffic to stop at the same time than the bicycles in both directions and then repeat the process for southbound traffic and I question the waiting space for vehicles, especially trucks and large vans is sufficient to avoid accidents. Therefore, a yellow grid box is needed to have enough room for safety

Other concerns are:

- Visibility to ensure pedestrians are not hit by 'race-like-type' cyclists, especially at the bus stop
- U-turn south to north still possible. Vans, cars, motorbike, they all do it all the time and I can't see anything in the design that will stop it unless a camera is fitted
- Painting double yellow line from the corner of Ann Moss Way/Lower Road to the bicycle storage to ensure visibility and allow incoming traffic when cars/trucks are waiting to turn right or left if more than one vehicle waiting.

It is very dangerous at the moment

Segregated space for walking, cycling & driving

Comments and or suggestions

Segregated two way cycle lane is a must, but please consider that some of the bicycle traffic could be also safely moved to the park

Although I tend to avoid this road at all costs, I sometimes cycle through it when I need to access the Surrey Quays Shopping Centre and/or Canada Water and Surrey Quays stations. I do feel very vulnerable on this road due to firstly, the road conditions which could do with an update, and secondly the high speed volume of trafficking cars. A segregated path would make a lot of sense for the safety of cyclists, car users and pedestrians.

This section of road at the moment is quite unpleasant to walk along as a pedestrian and very unpleasant to cycle along. I like many aspects of the proposals including the additional trees, the protected cycleway with priority over traffic, and the measures which will slow traffic speed. I also like how you have put an informal crossing over the cycleway by the zebra crossing - this should be the case when pedestrian volume is not very high crossing cycleways.

Strongly support the introduction of a segregated cycleway. This is absolutely essential for encouraging more people, especially women and families, to cycle. I know so many women too scared to cycle around here, and most would never allow their children to cycle either. This goes some way towards making this area safer and more inclusive.

It would be great if the cycleway was fully segregated and protected. So many cycleways have hundreds of cars parked on them at the weekend, delivery trucks loading during rush hour, and buses and taxis pulling in at frequent periods. A cycleway that actually protects and prioritises cyclists would be welcome.

No. I think segregated cycleways here are an excellent idea and will make it easier for me when I'm visiting friends nearby.

I fully support the plans to create a separate cycle path here

Segregation between cyclist and pedestrians

Comments and or suggestions

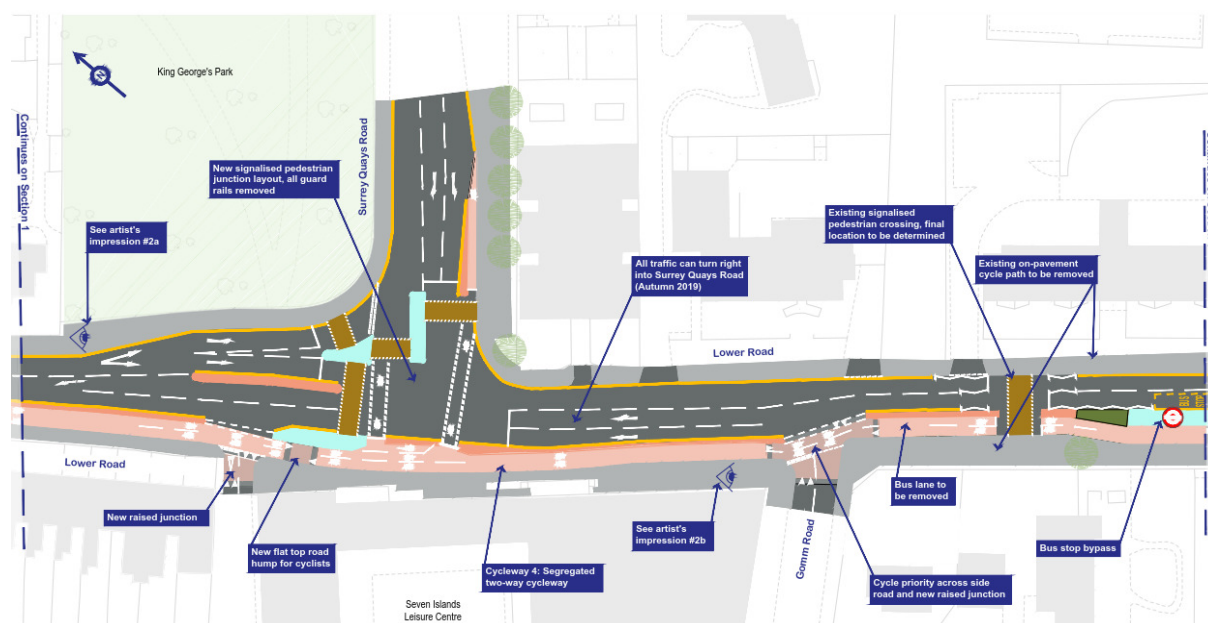
Where segregated cycle paths are adjacent to pavements - and especially where pedestrians need to cross the cycle path to reach the bus stop - it is imperative that the segregation is clear and defined. If the cycle path is perceived as part of or an extension to the pavement, it will be used as a pavement, which will push cyclists back into the highway. Obvious segregation with a physical demarcation is

imperative for pedestrian and cycle safety.
Flush segregation islands do not provide a true level of segregation and will not prevent motor vehicles intruding on the cycleway.
The bus stop shelter should be carefully positioned to ensure good sight lines for cycle track.
Not clear how pavement and cycleway will be separated (needs to be more than just paint!)

Accessible for all
Comments and or suggestions
As a disabled person reliant on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.
London taxi vehicles must be allowed to go where buses go so as to safely be able to get wheelchair passengers door to door.
Why are you banning taxis they are the only 100% wheelchair accessible vehicle in London
My mum is disabled and she uses black taxi regularly
Narrowing lanes causes traffic JAMS/CONGESTION AND HEAVILY POLLUTE THE LOCAL ENVIRONMENTAL.
Cycle lanes are not used efficiently, waste space and money. Disabled and elderly people can't make use of them
I am never in favour of bus stops on islands in the road. This arrangement is difficult for pedestrians, particularly those with reduced mobility or vision.
This is a busy road in rush hour and these arrangements can only make things worse, particularly when there is a problem in the Rotherhithe Tunnel.

Allow taxis
Comments and or suggestions
Taxi allowed access
Allow Taxis!!
Allow taxis access and it will be fine
If I have a passenger that lives on this street what are my options?
must have taxi access
Taxis to be given excess .
They are part of the transport network
London taxi vehicles must be allowed to go where buses go so as to safely be able to get wheelchair passengers door to door.
Why are you banning taxis they are the only 100% wheelchair accessible vehicle in London
Can taxis please have access
Taxi access must be maintained for any pedestrian who wants a choice of transport mode
My mum is disabled and she uses black taxi regularly
Allow taxis
taxis need access

Section 2. Lower Road (between Surrey Quays Road and Gomm Road)



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

Again, currently this is an unpleasant stretch for cyclists as road space is dominated by motor vehicles and scooters dash up painted cycle lanes.

I support the introduction of the cycleway but I am concerned about 2 things in this section:

1. I strongly suggest that the exit from the junction travelling north has only one lane (with the approach to the junction from the south amended so only one lane travels north). This is because there is currently a lot of competition from the two lanes as they merge - this causes lots of hooting (and shouting in summer) and often the traffic continues as two lanes well beyond the two lane markings as not a few drivers jostle for position in the queue or undercut/overtake the traffic that has merged. The traffic capacity away from the junction is low due to the roundabout so one lane would not reduce the capacity of the junction. We feel that having 2 lanes merging will allow traffic to continue as two lanes for further than it is safe and allow impatient drivers to spill over to the other side of the road (or the cycle lane) to get ahead. Removing temptation by having a single lane would remove this competition and so improve the temperament of both the drivers (and the passers by listening to the arguments!) Thanks.
2. Each side of the stretch of driveways between Lower Road and Ann Moss Way, please can you include a sign ("concealed driveways" / "cars crossing cycleway") and tactile markings (e.g. rumble strips / "slow down" paint). We have a crossover onto our drive and are concerned that some cyclists will not be expecting the occasional car emerging from a driveway. We will of course look carefully before pulling off, but when the traffic is queueing, cyclists can approach more quickly than we can clear the drive. I'm not aware of any other driveways that cross the cycleway and so we feel it is important to highlight this to the cyclists. Thanks.

Turning left onto Surrey Quays Road from cycle lane doesn't seem as well-marked as right turn

Can see cars waiting to pull out of Gomm Road blocking the bike lane. Different colour surface (red tarmac) would make it clearer they need to give way *before* the bike lane, not after.

Please can some thought be applied on to enforce vehicles and cyclists to stop at the pedestrian crossing between Surrey Quays Station and Gomm Road. I have frequently seen vehicles go through these lights when school kids have been crossing or waiting to cross the road.

Looks a mess. Disappointed that the bus lane goes, as that is useful for the 225 when Rotherhithe Tunnel traffic backs up. Not clear whether the cycle lane will be protected by more than just paint from the footway (current cycle path there is ignored by pedestrians (understandably). Need to maintain the

pedestrian crossing somewhere close to the current location (shows as "location to be determined"). Not clear how the cycle lane from cycleway to Surrey Quays Road works.
Place barriers at China Hall gate to prevent anti-social abusive cyclists using the park as a cut through.
Gomm Road section is very busy during school times - vehicles need right of way and cyclist's must not have priority access. congestion will be caused from build-up of access for school runs (unfortunately cannot be avoided) Removing bus lanes will cause more traffic congestion by bottlenecking traffic to and from Rotherhithe Tunnel Cyclecross to Surrey Quays road and vice versa will not be fully utilised, cyclist's will ignore and use main road to cross.
The two lanes/one lane approach from Surrey Quays Rd onto Lower Rd northbound is insane. Anyway who stand by the side of the pedestrian crossing will tell that it's a bottleneck. Once they did some roadworks so the two lanes were restricted to only one and the traffic moved much faster. The above is important as buses will be stuck on traffic since the bus lane will be removed. Therefore, ensuring traffic move to allow more traffic to go ahead. I also oppose to the design of two lanes marked with arrows as 'Go ahead' but effectively is one to go ahead, one for turning right to avoid the bottleneck effect. There should be clear signage as the one on the ground won't be visible when there is a traffic jam yet people will try to do last minute manoeuvres to change lanes Raised crossings and yellow boxes and CCTV camera required
This section (Gomm Road) gets really busy during school times. Priority cannot be given to cyclist and vehicles should have the right of way. It is vehicles that drive the economy. I am both a bicycle user sometimes and a driver sometimes and this whole plan seems to have been designed completely by cyclist with an evident dislike of vehicles. It seems very one sided. instead of alleviating congestion, you will be causing more congestion around the Rotherhithe tunnel are and this will be compounded by the removal of bus lanes from this area. Cyclecross to surrey quays road and vice-versa will not be fully utilized. Cyclist will ignore and use the main road to close. How will this be policed?

Improve air quality
Comments and or suggestions
Everywhere you built cycle lanes the pollution and congestion went through the roof. No , no , no
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****
I don't understand why the need to remove the 3 lane one way system. If you want to reduce speeds do it with average speed cameras. Reducing the flow by reducing traffic volume will just increase congestion's causing more pollution and reduce air quality. The best way to increase air quality is to get all the commuters out of the area as efficiently as possible. Average speed cameras through the sections will contain speed and keep the area flowing.
All previous cycle schemes cause congestion and increased pollution Most are underutilised by cycling many still use main carriageway
It would make cycling safer and better promoted in the area reducing overall air pollution.
Another waste of money that will cause increased pollution and congestion
Increased congestion & pollution
Once again cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
The pollution generated from the sitting traffic will create a worse environment for cyclist than existing. The modelling does not show an improved situation as there will be additional time lag for all vehicles including buses. I would prefer to see some allowance for cyclist to rejoin the main flow of traffic as segregated cycle lanes slow most types of cyclists and not just the 'elite'.

More priority for cyclists means more pollution from traffic congestion.
You won't be happy until cars are a thing of the past.

Strongly support a segregated cycleway.

The pollution here is horrible - I used to cycle through the park because a) the pollution made me feel sick and set off my asthma and b) the drivers are really aggressive. If there was a decent cycleway fewer people would use the park as a commuting route. The park should absolutely welcome cyclists, but it should be for slow and careful cycling only!

This section (Gomm Road) gets really busy during school times. Priority cannot be given to cyclist and vehicles should have the right of way. It is vehicles that drive the economy. I am both a bicycle user sometimes and a driver sometimes and this whole plan seems to have been designed completely by cyclist with an evident dislike of vehicles. It seems very one sided.

instead of alleviating congestion, you will be causing more congestion around the Rotherhithe tunnel are and this will be compounded by the removal of bus lanes from this area.

Cyclecross to surrey quays road and vice-versa will not be fully utilized. Cyclist will ignore and use the main road to close. How will this be policed?

Retain existing cycle track until redevelopment

Comments and or suggestions

I use this bit A LOT! Most days in fact, as I shop in Surrey Quays shopping centre.
Please can you keep the pavement-level cycle track on east side of Lower road till the site is redeveloped? This helps me get safely to little slope/alley which leads up to the shopping centre. On the west side, there needs to be space for people using the pedestrian crossing.

The pavement level cycle track on the east side of Lower Road should be retained until the site is developed. This provides access to the shopping centre.

Space needs to be provided on the west side for those using the toucan crossing.

Keep existing cycle way during works as this provides access to the shops

Please could the pavement level cycle track on east side of Lower road be retained until the site is redeveloped (this provides access to the ramp to access the shopping centre). Also space needs to be provided on the west side for those using the toucan crossing.

The pavement cycle lane on the east of Lower Road (that connects with the pedestrian crossing) allows safer access to the ramp up to the shopping centre; this should be retained until the shopping centre site is fully developed.

I suggest the pavement level cycle track on east side of Lower road to be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.

The existing on-pavement cycle path should be kept till Cycleway 4 is complete, it's part of a useful route from the shopping centre into Southwark Park.

Please retain the pavement level cycle track on east side of Lower road until the site is redeveloped as this provides access to the ramp to access the shopping centre. Please provide space on the west side for those using the toucan crossing.

Support, but other improvements are needed:

Retain current yellow box junction to prevent motorists blocking the junction during peak times.

Add a formal crossing so pedestrians can get from the corner of the east side of lower road and north side of surrey quays road, over to the west side of lower road. Current plans look like they're dumped on a new pavement with no clear way to cross the new 2-way cycle path.

Pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre.

Could the pavement level cycle track on east side of Lower road be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.

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I'd like to ask the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing
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I ask that the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
Please ensure the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
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The pavement level cycle track on east side of Lower road to be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
Would be great to retain the pavement level cycle track on east side of Lower road until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
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The pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing
Strongly support and would ask the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
I think the pavement level cycle track on the east side of Lower Road is retained until the site is redeveloped to provide access to the ramp to access the shopping centre. I also think that space needs to be provided on the west side for those using the toucan crossing.
Pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
I'd like to see the pavement level cycle track on east side of Lower road retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
Please can we have the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
We encourage you to retain the shared use path on east side until the new development is completed to retain link to ramp up into shopping centre until a new route is provided. We suggest that the space to wait to turn into Surrey Quays Road be made as large as possible. This road provides access to key trip attractors such as the library and a large amount of housing, so is likely to generate high cycling growth. This will ensure the comfort of people cycling and that those waiting to make turns do not block other cyclists. Space could be created by changing the angle of the cycle lane marked across the junction so it is at more of a right angle to Cycleway 4. In the other direction the proposed segregated cycle lane on Surrey Quays Road leading into Cycleway 4 is too short to enable cycles to pass queuing motor traffic. It should be extended with space taken from the general traffic lanes.
The cycle track on the east side should be retained during development
Please keep the pavement level cycle track on east side of Lower road until the site is redeveloped as this provides access to the ramp to access the shopping centre. Space also needs to be provided on

the west side for those using the toucan crossing.
<p>We encourage you to retain the shared use path on east side until new development done to retain link to ramp up into shopping centre until a new route is provided.</p> <p>Coming from central London, there's very little space to wait to turn into Surrey Quays Road and no other obvious way to do so from the north with C4 being on the southwest side of Lower Road. Queuing cycles are likely to block the cycle track.</p> <p>In the other direction, the lead-in track on Surrey Quays Road is much shorter than peak hour queues. We suggest to narrow the general traffic lane in the other direction away from the junction to extend the cycle lane.</p>
<p>The flat top road hump on the cycle track should be a zebra.</p> <p>The pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre.</p> <p>Space needs to be provided on the west side for those using the toucan crossing.</p>
I strongly support the proposal. To improve it, the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also, space needs to be provided on the west side for those using the toucan crossing.

Crossing roads is easy and safe
Comments and or suggestions
Simplify crossing facilities for pedestrians
toucan crossing to facilitate cycle/pedestrian connectivity to Surrey Quays shopping centre via 'Hothfield Place' slope
I don't understand how people on bikes travel from Lower Rd west to Surrey Docks Road - if there is no safe crossing then this is inadequate
will this provide a continuous pedestrian crossing of surrey quays road at the junction? currently takes a long time to cross as have to wait on the island
Looks great for cyclists. For pedestrians, I would prefer the walk from Gomm Road (which connects to Southwark Park) to Surrey Quays Road to be easier to cross Lower Road. The crossing to the south of Gomm Road is a bit useless there and the one just to the north of Surrey Quays Road would presumably still be in two or three stages. Could the pedestrian crossing not run alongside the crossing for cyclists to exit Surrey Quays Road to the cycleway?
Good for safe cycling space/segregation. Very poor for pedestrians. Especially the junction with Surrey Quays Road. The junction is still designed with the mindset of motor vehicles being the primary consideration. Looking at pedestrian desire lines along the north side of lower road, the crossing points are completely at odds with where people want to walk. The use of staggered crossings should simply no longer even be considered. To cross Surrey Quays Road someone walking would have to cross (and wait at) three separate crossing! I don't see how that it making walking an attractive proposition. This design looks like something from the 90s. We're better than this.
<p>I often come use Gomm Road to get to/from Surrey Quays shopping centre or Canada Water library, either on foot or on my bicycle, and these proposals would definitely make it safer. They would also make it easier for people from nearby areas to cycle to and from Southwark Park and Seven Islands Leisure centre.</p> <p>The only concern I have is that there is still no pedestrian crossing immediately south of where Surrey Quays road hits Lower Road you have to either walk north or cross just south of Gomm Road. I suppose this makes things better for traffic flow (especially if you are proposing a right turn from Lower Road onto Surrey Quays Road) but I suspect many pedestrians will simply try and cross in between the two crossings as it is the most direct route, especially if you remove the guard railings.</p>
Agree crossing needs simplification
Disagree with cycle lane.
<p>Support, but other improvements are needed:</p> <p>Retain current yellow box junction to prevent motorists blocking the junction during peak times.</p> <p>Add a formal crossing so pedestrians can get from the corner of the east side of lower road and north side of surrey quays road, over to the west side of lower road. Current plans look like they're dumped on a new pavement with no clear way to cross the new 2-way cycle path.</p> <p>Pavement level cycle track on east side of Lower road should be retained until the site is redeveloped</p>

as this provides access to the ramp to access the shopping centre.
pedestrian crossing further East near Hothfield Place/Orange Road
There are a lot of traffic islands - not the best for pedestrians...
<p>The design clearly puts pedestrians last.</p> <p>You drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.</p> <p>The crossing at Courthope House, why can't you decided the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.</p> <p>Having to use THREE crossing to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous.</p> <p>Have crossing points for pedestrians going straight across without interruption.</p> <p>Remove islands.</p> <p>At each crossing a pedestrian will be subjected to waiting times and journey times that cumulate.</p> <p>PUT PEDESTRIANS FIRST when designing.</p> <p>It's not all about the cycling lobby.</p> <p>Currently just 2% say TfL, may rise to 6% say TfL.</p> <p>Meanwhile walking is No.1.</p> <p>And you place it last in you design priority by outcome.</p> <p>The bus stop bypass has a zebra which is good, but is the bus stop island wide enough?</p> <p>Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?</p>
I strongly support the proposal, but note that a huge amount of space is given to motor traffic, while pedestrians are faced with a very complex junction and narrow pavements. Perhaps some of the motor vehicle lanes could be reduced. At one point there are 4 lanes for motor vehicles, while pedestrians have cumbersome multi-stage crossings.
<p>Please make simple crossings. One crossing straight across.</p> <p>Please do not make me wait, I am fed up of waiting year after year waiting got longer.</p> <p>30 seconds is long enough wait.</p> <p>Make pedestrians the priority.</p>
Provide more footway space at toucan crossing
<p>The pavement level cycle track on the east side of Lower Road should be retained until the site is developed. This provides access to the shopping centre.</p> <p>Space needs to be provided on the west side for those using the toucan crossing.</p>
Please could the pavement level cycle track on east side of Lower road be retained until the site is redeveloped (this provides access to the ramp to access the shopping centre). Also space needs to be provided on the west side for those using the toucan crossing.
I'd like to see the pavement level cycle track on east side of Lower road retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
Please can we have the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
<p>Please keep the pavement level cycle track on east side of Lower road until the site is redeveloped as this provides access to the ramp to access the shopping centre. Space also needs to be provided on the west side for those using the toucan crossing.</p>
<p>The flat top road hump on the cycle track should be a zebra.</p> <p>The pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre.</p> <p>Space needs to be provided on the west side for those using the toucan crossing.</p>
I strongly support the proposal. To improve it, the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also, space needs to be provided on the west side for those using the toucan crossing.
<p>I think the pavement level cycle track on the east side of Lower Road is retained until the site is redeveloped to provide access to the ramp to access the shopping centre.</p> <p>I also think that space needs to be provided on the west side for those using the toucan crossing.</p>

Pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
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Would be great to retain the pavement level cycle track on east side of Lower road until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
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Strongly support and would ask the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
Space needed for toucan crossing
the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
I'd like to ask the pavement level cycle track on east side of Lower road is retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing
I use this bit A LOT! Most days in fact, as I shop in Surrey Quays shopping centre. Please can you keep the pavement-level cycle track on east side of Lower road till the site is redeveloped? This helps me get safely to little slope/alley which leads up to the shopping centre. On the west side, there needs to be space for people using the pedestrian crossing.
Could the pavement level cycle track on east side of Lower road be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
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I suggest the pavement level cycle track on east side of Lower road to be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre. Also space needs to be provided on the west side for those using the toucan crossing.
Please retain the pavement level cycle track on east side of Lower road until the site is redeveloped as this provides access to the ramp to access the shopping centre. Please provide space on the west side for those using the toucan crossing.

Cyclist behaviour & keep off pavements

Comments and or suggestions

Agreed that the one way road encourages cars to drive faster - making my cycling a bit scary. Also, I see some cyclists go up the pavement on lower road since it is a one way street. Going through with the proposed change will have a huge positive impact, in my opinion!

Place barriers at China Hall gate to prevent anti-social abusive cyclists using the park as a cut through.

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

General opposition to cycle lanes

Disabled need to be considered in these plans

Cycle lanes have proved to increase traffic congestion and increase danger for pedestrians

Segregated cycle lane along this road is a terrible idea

As a disabled person reliant on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Everywhere you built cycle lanes the pollution and congestion went through the roof. No, no, no

I don't understand why the need to remove the 3 lane one way system. If you want to reduce speeds do it with average speed cameras. Reducing the flow by reducing traffic volume will just increase congestion's causing more pollution and reduce air quality. The best way to increase air quality is to get all the commuters out of the area as efficiently as possible. Average speed cameras through the sections will contain speed and keep the area flowing.

The pollution generated from the sitting traffic will create a worse environment for cyclist than existing. The modelling does not show an improved situation as there will be additional time lag for all vehicles including buses.

I would prefer to see some allowance for cyclist to rejoin the main flow of traffic as segregated cycle lanes slow most types of cyclists and not just the 'elite'.

More priority for cyclists means more pollution from traffic congestion.

You won't be happy until cars are a thing of the past.

Agree crossing needs simplification

Disagree with cycle lane.

Oppose due to the fact that there is a primary school, a leisure centre where there is a lot of footfall especially at peak times, those pedestrians will now have to compete with cyclists.

There are a lot of traffic islands - not the best for pedestrians...

The design clearly puts pedestrians last.

Your drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.

The crossing at Courthope House, why can't you decide the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.

Having to use THREE crossing to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous. Have crossing points for pedestrians going straight across without interruption.

Remove islands.

At each crossing a pedestrian will be subjected to waiting times and journey times that cumulate.

PUT PEDESTRIANS FIRST when designing.

It's not all about the cycling lobby.

Currently just 2% say TfL, may rise to 6% say TfL.

Meanwhile walking is No.1.

And you place it last in your design priority by outcome.

The bus stop bypass has a zebra which is good, but is the bus stop island wide enough?

Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?

Lower Road should be widened to two lanes northbound between Anne Moss Way and Surrey Quays Road, and the proposed cycle lane removed, to reduce bus congestion. Maybe one of these lanes can be a dedicated bus lane?

Cyclist will not use cycle lane

This section (Gomm Road) gets really busy during school times. Priority cannot be given to cyclist and

vehicles should have the right of way. It is vehicles that drive the economy. I am both a bicycle user sometimes and a driver sometimes and this whole plan seems to have been designed completely by cyclist with an evident dislike of vehicles. It seems very one sided.
 instead of alleviating congestion, you will be causing more congestion around the Rotherhithe tunnel are and this will be compounded by the removal of bus lanes from this area.
 Cyclecross to surrey quays road and vice-versa will not be fully utilized. Cyclist will ignore and use the main road to close. How will this be policed?

Gomm Road section is very busy during school times - vehicles need right of way and cyclist's must not have priority access. congestion will be caused from build-up of access for school runs (unfortunately cannot be avoided)
 Removing bus lanes will cause more traffic congestion by bottlenecking traffic to and from Rotherhithe Tunnel
 Cyclecross to Surrey Quays road and vice versa will not be fully utilised, cyclist's will ignore and use main road to cross.

But why are you putting a road hump in the cycle lane? If it's to slow cyclists down, then we won't use the cycle lane. This is a fast commuter route for cyclists.

it becomes more apparent that the cycle lane is 2-way on the south side of the road. There is no doubt I will never ever use this and will have to stick to the main road.

2-way cyclepath are not practical, Cable Lane (CS3) in London is a good example of what not to do

Easy and safe to cycle

Comments and or suggestions

General Comments

The volume of busses around this area heading to Canada Water bus station, does create an unsafe crossing for cyclists.

Again will beneficiate the cyclists and will avoid any issues with the traffic too.

Safe cycle lanes are incredibly important

Need my children to be able to cycle safely here!

This junction is currently unsafe for cyclists

Very important to improve safety for cyclists and reduce the danger from cars.

yay for safe cycling infrastructure <3

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

Keeping the cyclist segregated and easier for my wife l/children to cycle the route as they would otherwise be very vulnerable to vehicles.

Agreed that the one way road encourages cars to drive faster - making my cycling a bit scary. Also, I see some cyclists go up the pavement on lower road since it is a one way street. Going through with the proposed change will have a huge positive impact, in my opinion!

Great to see continental style segregated cycle lanes which will make the area much safer and much more pleasant.

It would make cycling safer and better promoted in the area reducing overall air pollution.

I often come use Gomm Road to get to/from Surrey Quays shopping centre or Canada Water library, either on foot or on my bicycle, and these proposals would definitely make it safer. They would also make it easier for people from nearby areas to cycle to and from Southwark Park and Seven Islands Leisure centre.

The only concern I have is that there is still no pedestrian crossing immediately south of where Surrey Quays road hits Lower Road you have to either walk north or cross just south of Gomm Road. I suppose this makes things better for traffic flow (especially if you are proposing a right turn from Lower Road onto Surrey Quays Road) but I suspect many pedestrians will simply try and cross in between the two crossings as it is the most direct route, especially if you remove the guard railings.

The turn for cyclists from Lower Road with Surrey Quays Road (in both directions) has been well designed and is important to keep, since a lot of people will be travelling from Canada Water.

These changes will make it safer for cyclists. Segregated two-way cycleway on the south side of Lower Road Cycle by-pass of the traffic signals at Surrey Quays Road
 Cycle priority provided across Gomm Road through raised junction to reduce the speed of turning traffic

I am scared when I cycle in this area. It would make a big difference to me
Bus lanes did provide some protection but a segregated cycle lane would be better.
The new segregated cycling paths will be of huge benefit.
As previous <i>Making cycling safer in London is of Vital importance. This is a good step in that direction</i>
Suggestions to improve ease and safety of cycling
How easy is it for SE-bound cycles to turn left down surrey quays road? it looks quite awkward, no obvious waiting section unlike the NW direction. Will it leave them waiting in the middle of the cycle track for a potentially lengthy light sequence to complete? If the SW end of the crossing was moved slightly further south, would that give enough space for a couple of bikes to pause out of the main flow of traffic?
There should be more space in front of seven island centre for cyclists waiting to turn toward Surrey Quay road, at the moment it is likely to get congested and reduce the flow of cyclists continuing on the lower road section. This is especially the case if the timing of the traffic lights is not increased (at the moment, there is barely enough time to cross lower road toward surrey quay road for both cyclists and pedestrians). I am also wondering what is the plan for the cyclists turning into surrey quay road? there is no cycling path there and it is very difficult to turn right to go toward the library for example (this bit of road is very short so cars are always desperate to overtake cyclist as fast as possible, making it very dangerous for cyclists to turn right)
See previous comment on the need for clear segregation with a physical demarcation (e.g. dropped curb) between dedicated pavements and cycle lanes. In addition, this is a very busy cycle route. Cycle lanes need to be wide enough to allow two way cycling with overtaking.

Filtered/closed/pedestrianised roads and stop rat runs
Comments and or suggestions
Im worried drivers will block the cycleway at junctions. Can there be some road closure to stop this?

Greenery & green open space
Comments and or suggestions
additional green areas to east of Gomm Road would be great and tree planting

Improved cyclist behaviours
Comments and or suggestions
I support the introduction of the cycleway but I am concerned about 2 things in this section: 1. I strongly suggest that the exit from the junction travelling north has only one lane (with the approach to the junction from the south amended so only one lane travels north). This is because there is currently a lot of competition from the two lanes as they merge - this causes lots of hooting (and shouting in summer) and often the traffic continues as two lanes well beyond the two lane markings as not a few drivers jostle for position in the queue or undercut/overtake the traffic that has merged. The traffic capacity away from the junction is low due to the roundabout so one lane would not reduce the capacity of the junction. We feel that having 2 lanes merging will allow traffic to continue as two lanes for further than it is safe and allow impatient drivers to spill over to the other side of the road (or the cycle lane) to get ahead. Removing temptation by having a single lane would remove this competition and so improve the temperament of both the drivers (and the passers by listening to the arguments!) Thanks. 2. Each side of the stretch of driveways between Lower Road and Ann Moss Way, please can you include a sign ("concealed driveways" / "cars crossing cycleway") and tactile markings (e.g. rumble strips / "slow down" paint). We have a crossover onto our drive and are concerned that some cyclists will not be expecting the occasional car emerging from a driveway. We will of course look carefully before pulling off, but when the traffic is queueing, cyclists can approach more quickly than we can clear the drive. I'm not aware of any other driveways that cross the cycleway and so we feel it is important to highlight this to the cyclists. Thanks.
The design clearly puts pedestrians last. Your drawing shows "raised carriageway" features shaded pink where it appears cyclists may have

priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.

The crossing at Courthope House, why can't you decided the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.

Having to use THREE crossing to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous. Have crossing points for pedestrians going straight across without interruption.

Remove islands.

At each crossing a pedestrian will be subjected to waiting times and journey times that cumulate. PUT PEDESTRIANS FIRST when designing.

It's not all about the cycling lobby.

Currently just 2% say TfL, may rise to 6% say TfL.

Meanwhile walking is No.1.

And you place it last in you design priority by outcome.

The bus stop bypass has a zebra which is good, but is the bus stop island wide enough?

Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?

Normal chaos bad road management and the cyclists will only use it when it suits them.

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

Prioritise crossings/signal timings for pedestrians

I am concerned about the use of staggered rather than single stage crossings at the Surrey Quays Road Lower Road junction and the absence of a green man crossing on the south eastern arm. This is a very poor quality arrangement for those on foot and if pedestrian journeys are to flourish this is inadequate provision

The design clearly puts pedestrians last.

You drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.

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Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?

I strongly support the proposal, but note that a huge amount of space is given to motor traffic, while pedestrians are faced with a very complex junction and narrow pavements. Perhaps some of the motor vehicle lanes could be reduced. At one point there are 4 lanes for motor vehicles, while pedestrians have cumbersome multi-stage crossings.

Please make simple crossings. One crossing straight across.

Please do not make me wait, I am fed up of waiting year after year waiting got longer. 30 seconds is long enough wait.

Make pedestrians the priority.

The flat top road hump on the cycle track should be a zebra.

The pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre.

Space needs to be provided on the west side for those using the toucan crossing.

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please

use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

will this provide a continuous pedestrian crossing of surrey quays road at the junction? currently takes a long time to cross as have to wait on the island

Prioritise crossings/signal timings for cyclists

toucan crossing to facilitate cycle/pedestrian connectivity to Surrey Quays shopping centre via 'Hothfield Place' slope

Again, weird that you keep taking space from the cycle lanes at junctions. There is sufficient space to fit a full sized lane given the space allocated to the median and landscaping while still allowing for the new pedestrian space at the bus stop.

1. Surrey Quays Road needs to have dedicated cycle tracks on it as well - connecting to Canada and shops including Decathlon - a busy bike shop.

2. I am concerned about the capacity for the junction to accommodate many cyclists going off Lower Road into Surrey Quays Road

These traffic lights can get very congested and needs a separate cycle lane for traffic to flow better.

The pedestrian crossing south of Gorman Road should be made a Toucan crossing and the pavement on the opposite side made shared-use so that people cycling can easily reach buildings on the east side of the road from the cycleway.

Also, the turning pockets for cyclists turning from the cycleway into Surrey Quays Road should be moved slightly south, so there is room for cyclists to start waiting in the pocket from both the north and south sides, as is the case at the junction of Victoria Embankment and Northumberland Avenue, near Embankment Tube station.

We encourage you to retain the shared use path on east side until the new development is completed to retain link to ramp up into shopping centre until a new route is provided.

We suggest that the space to wait to turn into Surrey Quays Road be made as large as possible. This road provides access to key trip attractors such as the library and a large amount of housing, so is likely to generate high cycling growth. This will ensure the comfort of people cycling and that those waiting to make turns do not block other cyclists. Space could be created by changing the angle of the cycle lane marked across the junction so it is at more of a right angle to Cycleway 4.

In the other direction the proposed segregated cycle lane on Surrey Quays Road leading into Cycleway 4 is too short to enable cycles to pass queuing motor traffic. It should be extended with space taken from the general traffic lanes.

How easy is it for SE-bound cycles to turn left down surrey quays road? it looks quite awkward, no obvious waiting section unlike the NW direction.

Will it leave them waiting in the middle of the cycle track for a potentially lengthy light sequence to complete? If the SW end of the crossing was moved slightly further south, would that give enough space for a couple of bikes to pause out of the main flow of traffic?

There should be more space in front of seven island centre for cyclists waiting to turn toward Surrey Quay road, at the moment it is likely to get congested and reduce the flow of cyclists continuing on the lower road section. This is especially the case if the timing of the traffic lights is not increased (at the moment, there is barely enough time to cross lower road toward surrey quay road for both cyclists and pedestrians).

I am also wondering what is the plan for the cyclists turning into surrey quay road? there is no cycling path there and it is very difficult to turn right to go toward the library for example (this bit of road is very short so cars are always desperate to overtake cyclist as fast as possible, making it very dangerous for cyclists to turn right)

Prioritise crossings/signal timings for motorists

I support the introduction of the cycleway but I am concerned about 2 things in this section:

1. I strongly suggest that the exit from the junction travelling north has only one lane (with the approach to the junction from the south amended so only one lane travels north). This is because there is currently a lot of competition from the two lanes as they merge - this causes lots of hooting (and shouting in summer) and often the traffic continues as two lanes well beyond the two lane markings as not a few drivers jostle for position in the queue or undercut/overtake the traffic that has

merged. The traffic capacity away from the junction is low due to the roundabout so one lane would not reduce the capacity of the junction. We feel that having 2 lanes merging will allow traffic to continue as two lanes for further than it is safe and allow impatient drivers to spill over to the other side of the road (or the cycle lane) to get ahead. Removing temptation by having a single lane would remove this competition and so improve the temperament of both the drivers (and the passers by listening to the arguments!) Thanks.

2. Each side of the stretch of driveways between Lower Road and Ann Moss Way, please can you include a sign ("concealed driveways" / "cars crossing cycleway") and tactile markings (e.g. rumble strips / "slow down" paint). We have a crossover onto our drive and are concerned that some cyclists will not be expecting the occasional car emerging from a driveway. We will of course look carefully before pulling off, but when the traffic is queueing, cyclists can approach more quickly than we can clear the drive. I'm not aware of any other driveways that cross the cycleway and so we feel it is important to highlight this to the cyclists. Thanks.

During busy period the cycle priority at the junction with Gomm Road will make it impossible for other vehicles to turn in and out of the road, and is likely to add to congestion on Lower Road.

Considering that the flow coming from Surrey Quay road is low, wouldn't it make sense to make is around about instead?

The time it will take to get through the lights will greatly increase - also this will encourage cars to go through the green and block other traffic going through junction

I do not support cycle priority across side road and raised junction.

Support, but other improvements are needed:

Retain current yellow box junction to prevent motorists blocking the junction during peak times.

Add a formal crossing so pedestrians can get from the corner of the east side of lower road and north side of surrey quays road, over to the west side of lower road. Current plans look like they're dumped on a new pavement with no clear way to cross the new 2-way cycle path.

Pavement level cycle track on east side of Lower road should be retained until the site is redeveloped as this provides access to the ramp to access the shopping centre.

Gomm Road section is very busy during school times - vehicles need right of way and cyclist's must not have priority access. congestion will be caused from build-up of access for school runs (unfortunately cannot be avoided)

Removing bus lanes will cause more traffic congestion by bottlenecking traffic to and from Rotherhithe Tunnel

Cyclecross to Surrey Quays road and vice versa will not be fully utilised, cyclist's will ignore and use main road to cross.

The two lanes/one lane approach from Surrey Quays Rd onto Lower Rd northbound is insane. Anyway who stand by the side of the pedestrian crossing will tell that it's a bottleneck. Once they did some roadworks so the two lanes were restricted to only one and the traffic moved much faster.

The above is important as buses will be stuck on traffic since the bus lane will be removed. Therefore, ensuring traffic move to allow more traffic to go ahead.

I also oppose to the design of two lanes marked with arrows as 'Go ahead' but effectively is one to go ahead, one for turning right to avoid the bottleneck effect. There should be clear signage as the one on the ground won't be visible when there is a traffic jam yet people will try to do last minute manoeuvres to change lanes

Raised crossings and yellow boxes and CCTV camera required

dedicate right turn into surrey quays lane with sensible time on filter light to allow say ten cars to cross each time.

It is unclear as to whether the right turn on to Surrey Quays road will be under separate light control

Support for junction improvements

Protected cycleways obviously good. Right turn for cars heading Surrey Quays road welcome.

These changes will make it safer for cyclists. Segregated two-way cycleway on the south side of Lower Road Cycle by-pass of the traffic signals at Surrey Quays Road

Cycle priority provided across Gomm Road through raised junction to reduce the speed of turning traffic

Improved motor vehicles drivers/riders behaviours

Comments and or suggestions

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Im worried drivers will block the cycleway at junctions. Can there be some road closure to stop this?

There still seems to be an awful lot of space made for motor vehicles which I don't support at all. The new layout of the pedestrian crossing at the big junction *looks* good but how will driver behaviour be enforced? One of the major issues as a pedestrian in the area at the moment is the illegal behaviour of drivers of motor vehicles which puts my life in danger almost daily. I would propose that these plans be adopted but with significantly improved enforcement including arrests and lifetime driving bans. This may seem ridiculous but it's simply not fair that people who don't care get to operate murder weapons with impunity.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

As long as buses can still make a right turn on to Surrey Quays Road, that's fine.

The design clearly puts pedestrians last.

You drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.

The crossing at Courthope House, why can't you decided the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.

Having to use THREE crossing to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous. Have crossing points for pedestrians going straight across without interruption.

Remove islands.

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ahead, one for turning right to avoid the bottleneck effect. There should be clear signage as the one on the ground won't be visible when there is a traffic jam yet people will try to do last minute manoeuvres to change lanes Raised crossings and yellow boxes and CCTV camera required
Lower Road should be widened to two lanes northbound between Anne Moss Way and Surrey Quays Road, and the proposed cycle lane removed, to reduce bus congestion. Maybe one of these lanes can be a dedicated bus lane?
Why is the bus lane removed
Would prefer a bus lane to the cycle path. This will help stop busses getting held up in the Rotherhithe tunnel gridlock.
Very important that the right hand turn into Surrey Quays Road is retained, this is good.

Less congestion - Improved traffic flow

Comments and or suggestions

Turn right is correct move that must not impact on traffic flows in favour of cyclists.

Congestion

There should be more space in front of seven island centre for cyclists waiting to turn toward Surrey Quay road, at the moment it is likely to get congested and reduce the flow of cyclists continuing on the lower road section. This is especially the case if the timing of the traffic lights is not increased (at the moment, there is barely enough time to cross lower road toward surrey quay road for both cyclists and pedestrians).

I am also wondering what is the plan for the cyclists turning into surrey quay road? there is no cycling path there and it is very difficult to turn right to go toward the library for example (this bit of road is very short so cars are always desperate to overtake cyclist as fast as possible, making it very dangerous for cyclists to turn right)

During busy period the cycle priority at the junction with Gomm Road will make it impossible for other vehicles to turn in and out of the road, and is likely to add to congestion on Lower Road.

1. Concern at loss of one lane toward Surrey Quays at junction with Surrey Quays road due to tailback blocking left turn access.

2. Loss of bus right turn only at Lower Road / Surrey Quays Road

It will increase congestion

Will lead to traffic chaos

Disabled need to be considered in these plans

Cycle lanes have proved to increase traffic congestion and increase danger for pedestrians

More traffic

Keep traffic flowing

Everywhere you built cycle lanes the pollution and congestion went through the roof. No , no , no

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

I don't understand why the need to remove the 3 lane one way system. If you want to reduce speeds do it with average speed cameras. Reducing the flow by reducing traffic volume will just increase congestion's causing more pollution and reduce air quality. The best way to increase air quality is to get all the commuters out of the area as efficiently as possible. Average speed cameras through the sections will contain speed and keep the area flowing.

Again a very poorly thought through scheme that will yet again aggravate the local traffic issues and cut the peninsula off further from the rest of london. You have failed to build the bridge which everyone wanted yet want to cut us off.

This is already a very congested area all you are going to do is make it even more congested and more miserable for motorist to use

All previous cycle schemes cause congestion and increased pollution

Most are underutilised by cycling many still use main carriageway

These traffic lights can get very congested and needs a separate cycle lane for traffic to flow better.
Another waste of money that will cause increased pollution and congestion
Increased congestion & pollution
Once again cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
I'm often forced to travel up to the rotherhithe tunnel roundabout because this right turn is banned. That northerly section of lower road is very congested, so this adds time to my journey as well as contributing to congestion.
More priority for cyclists means more pollution from traffic congestion. You won't be happy until cars are a thing of the past.
Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists
Cause gridlock..
Gomm Road section is very busy during school times - vehicles need right of way and cyclist's must not have priority access. congestion will be caused from build-up of access for school runs (unfortunately cannot be avoided) Removing bus lanes will cause more traffic congestion by bottlenecking traffic to and from Rotherhithe Tunnel Cyclecross to Surrey Quays road and vice versa will not be fully utilised, cyclist's will ignore and use main road to cross.
Normal chaos bad road management and the cyclists will only use it when it suits them.
This section (Gomm Road) gets really busy during school times. Priority cannot be given to cyclist and vehicles should have the right of way. It is vehicles that drive the economy. I am both a bicycle user sometimes and a driver sometimes and this whole plan seems to have been designed completely by cyclist with an evident dislike of vehicles. It seems very one sided. instead of alleviating congestion, you will be causing more congestion around the Rotherhithe tunnel are and this will be compounded by the removal of bus lanes from this area. Cyclecross to surrey quays road and vice-versa will not be fully utilized. Cyclist will ignore and use the main road to close. How will this be policed?

Less crowded space

Comments and or suggestions

Oppose due to the fact that there is a primary school, a leisure centre where there is a lot of footfall especially at peak times, those pedestrians will now have to compete with cyclists.

More and safer cycle infrastructure/ routes

Comments and or suggestions

General comments

More safe and direct cycling infrastructure pls

Previous cycle lanes have been successful. London should and can be a cycle first city. Follow the likes of Amsterdam!

2-way cycle/continuation of Cycle Superhighway 4 is a must.

These traffic lights can get very congested and needs a separate cycle lane for traffic to flow better.

Good for safe cycling space/segregation. Very poor for pedestrians. Especially the junction with Surrey Quays Road. The junction is still designed with the mindset of motor vehicles being the primary consideration. Looking at pedestrian desire lines along the north side of lower road, the crossing points are completely at odds with where people want to walk. The use of staggered crossings should simply no longer even be considered. To cross Surrey Quays Road someone walking would have to cross (and wait at) three separate crossing! I don't see how that it making walking an attractive proposition. This design looks like something from the 90s. We're better than this.

Strongly support a segregated cycleway.

The pollution here is horrible - I used to cycle through the park because a) the pollution made me feel sick and set off my asthma and b) the drivers are really aggressive. If there was a decent cycleway fewer people would use the park as a commuting route. The park should absolutely welcome cyclists, but it should be for slow and careful cycling only!

The turn for cyclists from Lower Road with Surrey Quays Road (in both directions) has been well

designed and is important to keep, since a lot of people will be travelling from Canada Water.
Yes see previous comments <i>See previous comments., In particular regarding the cancelled walking / bike bridge across to canary wharf, This is a shame it's not included, it would be the best proposal for the area...</i>
Suggestions
The pedestrian crossing south of Gorman Road should be made a Toucan crossing and the pavement on the opposite side made shared-use so that people cycling can easily reach buildings on the east side of the road from the cycleway. Also, the turning pockets for cyclists turning from the cycleway into Surrey Quays Road should be moved slightly south, so there is room for cyclists to start waiting in the pocket from both the north and south sides, as is the case at the junction of Victoria Embankment and Northumberland Avenue, near Embankment Tube station.
We encourage you to retain the shared use path on east side until the new development is completed to retain link to ramp up into shopping centre until a new route is provided. We suggest that the space to wait to turn into Surrey Quays Road be made as large as possible. This road provides access to key trip attractors such as the library and a large amount of housing, so is likely to generate high cycling growth. This will ensure the comfort of people cycling and that those waiting to make turns do not block other cyclists. Space could be created by changing the angle of the cycle lane marked across the junction so it is at more of a right angle to Cycleway 4. In the other direction the proposed segregated cycle lane on Surrey Quays Road leading into Cycleway 4 is too short to enable cycles to pass queuing motor traffic. It should be extended with space taken from the general traffic lanes.
We encourage you to retain the shared use path on east side until new development done to retain link to ramp up into shopping centre until a new route is provided. Coming from central London, there's very little space to wait to turn into Surrey Quays Road and no other obvious way to do so from the north with C4 being on the southwest side of Lower Road. Queuing cycles are likely to block the cycle track. In the other direction, the lead-in track on Surrey Quays Road is much shorter than peak hour queues. We suggest to narrow the general traffic lane in the other direction away from the junction to extend the cycle lane.
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf
If there could be some cycle parking available outside the sports centre then that would help improve the residents ability to utilise the local sports and swimming facilities.
Will there be additional bike parking outside the leisure centre? there is some now but with likely increase in cycling with the new cycle path these will be used very quickly. Likewise outside the entrance to the park.
1. Surrey Quays Road needs to have dedicated cycle tracks on it as well - connecting to Canada and shops including Decathlon - a busy bike shop. 2. I am concerned about the capacity for the junction to accommodate many cyclists going off Lower Road into Surrey Quays Road
See previous comment on the need for clear segregation with a physical demarcation (e.g. dropped curb) between dedicated pavements and cycle lanes. In addition, this is a very busy cycle route. Cycle lanes need to be wide enough to allow two way cycling with overtaking.
More enforcement
Comments and or suggestions
I don't understand why the need to remove the 3 lane one way system. If you want to reduce speeds do it with average speed cameras. Reducing the flow by reducing traffic volume will just increase congestion's causing more pollution and reduce air quality. The best way to increase air quality is to get all the commuters out of the area as efficiently as possible. Average speed cameras through the sections will contain speed and keep the area flowing.
Police the existing system
Please can some thought be applied on to enforce vehicles and cyclists to stop at the pedestrian

crossing between Surrey Quays Station and Gomm Road. I have frequently seen vehicles go through these lights when school kids have been crossing or waiting to cross the road.

There still seems to be an awful lot of space made for motor vehicles which I don't support at all. The new layout of the pedestrian crossing at the big junction *looks* good but how will driver behaviour be enforced? One of the major issues as a pedestrian in the area at the moment is the illegal behaviour of drivers of motor vehicles which puts my life in danger almost daily. I would propose that these plans be adopted but with significantly improved enforcement including arrests and lifetime driving bans. This may seem ridiculous but it's simply not fair that people who don't care get to operate murder weapons with impunity.

The two lanes/one lane approach from Surrey Quays Rd onto Lower Rd northbound is insane. Anyway who stand by the side of the pedestrian crossing will tell that it's a bottleneck. Once they did some roadworks so the two lanes were restricted to only one and the traffic moved much faster.

The above is important as buses will be stuck on traffic since the bus lane will be removed. Therefore, ensuring traffic move to allow more traffic to go ahead.

I also oppose to the design of two lanes marked with arrows as 'Go ahead' but effectively is one to go ahead, one for turning right to avoid the bottleneck effect. There should be clear signage as the one on the ground won't be visible when there is a traffic jam yet people will try to do last minute manoeuvres to change lanes

Raised crossings and yellow boxes and CCTV camera required

This section (Gomm Road) gets really busy during school times. Priority cannot be given to cyclist and vehicles should have the right of way. It is vehicles that drive the economy. I am both a bicycle user sometimes and a driver sometimes and this whole plan seems to have been designed completely by cyclist with an evident dislike of vehicles. It seems very one sided.

instead of alleviating congestion, you will be causing more congestion around the Rotherhithe tunnel are and this will be compounded by the removal of bus lanes from this area.

Cyclecross to surrey quays road and vice-versa will not be fully utilized. Cyclist will ignore and use the main road to close. How will this be policed?

Noise reduction

Comments and or suggestions

It's already noisy and this would increase noise and safety hazards.

Other

Comments and or suggestions

I oppose allowing right turn from Surrey Quays Road to Lower Road. It's not necessary.

I support the introduction of the cycleway but I am concerned about 2 things in this section:

1. I strongly suggest that the exit from the junction travelling north has only one lane (with the approach to the junction from the south amended so only one lane travels north). This is because there is currently a lot of competition from the two lanes as they merge - this causes lots of hooting (and shouting in summer) and often the traffic continues as two lanes well beyond the two lane markings as not a few drivers jostle for position in the queue or undercut/overtake the traffic that has merged. The traffic capacity away from the junction is low due to the roundabout so one lane would not reduce the capacity of the junction. We feel that having 2 lanes merging will allow traffic to continue as two lanes for further than it is safe and allow impatient drivers to spill over to the other side of the road (or the cycle lane) to get ahead. Removing temptation by having a single lane would remove this competition and so improve the temperament of both the drivers (and the passers by listening to the arguments!) Thanks.

2. Each side of the stretch of driveways between Lower Road and Ann Moss Way, please can you include a sign ("concealed driveways" / "cars crossing cycleway") and tactile markings (e.g. rumble strips / "slow down" paint). We have a crossover onto our drive and are concerned that some cyclists will not be expecting the occasional car emerging from a driveway. We will of course look carefully before pulling off, but when the traffic is queueing, cyclists can approach more quickly than we can clear the drive. I'm not aware of any other driveways that cross the cycleway and so we feel it is important to highlight this to the cyclists. Thanks.

Is there enough space for two lanes of North West traffic plus a cycle highway outside the Seven Islands Gym without reducing the size of the pavement? I'm not quite sure how it's all going to fit just

before the junction, especially with buses and lorries accounting for a significant percentage of the traffic there.
Would it possible to maintain easy access to the ramp which leads to the shopping centre? It would be nice to also ensure there is enough space for people using the toucan crossing.
This game is going to turn the Aeron into complete and utter mayhem people coming to Greenwich like Torresol people actually live in the area will be affected if they drive as the buses are a private company that TfL sponsor so basically you want everyone on the bus even the disabled or partially sighted so that their shares and their profits stay away at everybody else's expense of the cyclists not everybody can cycle but they are the only ones who have been taken into consideration
Allow right turn from Lower Road onto Surrey Quays Road is a sensible proposal. The other ideas are over complicated

Pedestrian priority

Comments and or suggestions

Good for safe cycling space/segregation. Very poor for pedestrians. Especially the junction with Surrey Quays Road. The junction is still designed with the mindset of motor vehicles being the primary consideration. Looking at pedestrian desire lines along the north side of lower road, the crossing points are completely at odds with where people want to walk. The use of staggered crossings should simply no longer even be considered. To cross Surrey Quays Road someone walking would have to cross (and wait at) three separate crossing! I don't see how that it making walking an attractive proposition. This design looks like something from the 90s. We're better than this.

I am concerned about the use of staggered rather than single stage crossings at the Surrey Quays Road Lower Road junction and the absence of a green man crossing on the south eastern arm. This is a very poor quality arrangement for those on foot and if pedestrian journeys are to flourish this is inadequate provision

There are a lot of traffic islands - not the best for pedestrians...

The design clearly puts pedestrians last.

You drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.

The crossing at Courthope House, why can't you decided the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.

Having to use THREE crossing to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous. Have crossing points for pedestrians going straight across without interruption.

Remove islands.

At each crossing a pedestrian will be subjected to waiting times and journey times that cumulate.

PUT PEDESTRIANS FIRST when designing.

It's not all about the cycling lobby.

Currently just 2% say TfL, may rise to 6% say TfL.

Meanwhile walking is No.1.

And you place it last in you design priority by outcome.

The bus stop bypass has a zebra which is good, but is the bus stop island wide enough?

Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?

Please make simple crossings. One crossing straight across.

Please do not make me wait, I am fed up of waiting year after year waiting got longer.

30 seconds is long enough wait.

Make pedestrians the priority.

Prioritise active travel and reallocate space

Comments and or suggestions

Cycle lane on Surrey Quays Road could be extended to give more space to cyclists

There's still a huge amount of space given to motor vehicles, rather than pedestrians, cyclists and scooters.

There still seems to be an awful lot of space made for motor vehicles which I don't support at all.

The new layout of the pedestrian crossing at the big junction *looks* good but how will driver behaviour

be enforced? One of the major issues as a pedestrian in the area at the moment is the illegal behaviour of drivers of motor vehicles which puts my life in danger almost daily. I would propose that these plans be adopted but with significantly improved enforcement including arrests and lifetime driving bans. This may seem ridiculous but it's simply not fair that people who don't care get to operate murder weapons with impunity.

I strongly support the proposal, but note that a huge amount of space is given to motor traffic, while pedestrians are faced with a very complex junction and narrow pavements. Perhaps some of the motor vehicle lanes could be reduced. At one point there are 4 lanes for motor vehicles, while pedestrians have cumbersome multi-stage crossings.

We encourage you to retain the shared use path on east side until the new development is completed to retain link to ramp up into shopping centre until a new route is provided.

We suggest that the space to wait to turn into Surrey Quays Road be made as large as possible. This road provides access to key trip attractors such as the library and a large amount of housing, so is likely to generate high cycling growth. This will ensure the comfort of people cycling and that those waiting to make turns do not block other cyclists. Space could be created by changing the angle of the cycle lane marked across the junction so it is at more of a right angle to Cycleway 4.

In the other direction the proposed segregated cycle lane on Surrey Quays Road leading into Cycleway 4 is too short to enable cycles to pass queuing motor traffic. It should be extended with space taken from the general traffic lanes.

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Improve safety and convenience for pedestrians and cyclists

Reduce road conflict between users

Comments and or suggestions

Cars and bicycles can get in the way of each other at these lights, to separation is beneficial

Please place a raised edge along the cycle way to prevent cars/vehicles straying into the lanes.

Safer speeds

Comments and or suggestions

I don't understand why the need to remove the 3 lane one way system. If you want to reduce speeds do it with average speed cameras. Reducing the flow by reducing traffic volume will just increase congestion's causing more pollution and reduce air quality. The best way to increase air quality is to get all the commuters out of the area as efficiently as possible. Average speed cameras through the sections will contain speed and keep the area flowing.

These changes will make it safer for cyclists. Segregated two-way cycleway on the south side of Lower Road Cycle by-pass of the traffic signals at Surrey Quays Road
Cycle priority provided across Gomm Road through raised junction to reduce the speed of turning traffic

Safety

Comments and or suggestions

safe and sensible plans

Improve safety and convenience for pedestrians and cyclists

It's already noisy and this would increase noise and safety hazards...

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

School Street

Comments and or suggestions

Gomm Road section is very busy during school times - vehicles need right of way and cyclist's must not have priority access. congestion will be caused from build-up of access for school runs (unfortunately cannot be avoided)
Removing bus lanes will cause more traffic congestion by bottlenecking traffic to and from Rotherhithe Tunnel
Cyclecross to Surrey Quays road and vice versa will not be fully utilised, cyclist's will ignore and use main road to cross.

Segregated space for walking, cycling & driving

Comments and or suggestions

Great to see continental style segregated cycle lanes which will make the area much safer and much more pleasant.

Protected cycleways obviously good. Right turn for cars heading Surrey Quays road welcome.

A segregated cycle way is a great improvement for the most vulnerable road users, pedestrians and cyclists. Both would feel much safer with these excellent proposals.

Segregation between cyclist and pedestrians

Comments and or suggestions

See previous comment on the need for clear segregation with a physical demarcation (e.g. dropped curb) between dedicated pavements and cycle lanes. In addition, this is a very busy cycle route. Cycle lanes need to be wide enough to allow two way cycling with overtaking.

Looks a mess. Disappointed that the bus lane goes, as that is useful for the 225 when Rotherhithe Tunnel traffic backs up. Not clear whether the cycle lane will be protected by more than just paint from the footway (current cycle path there is ignored by pedestrians (understandably). Need to maintain the pedestrian crossing somewhere close to the current location (shows as "location to be determined"). Not clear how the cycle lane from cycleway to Surrey Quays Road works.

Shelter from weather

Comments and or suggestions

The design clearly puts pedestrians last.
Your drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.
The crossing at Courthope House, why can't you decide the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.
Having to use THREE crossings to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous. Have crossing points for pedestrians going straight across without interruption.
Remove islands.
At each crossing a pedestrian will be subjected to waiting times and journey times that cumulate. PUT PEDESTRIANS FIRST when designing.
It's not all about the cycling lobby.
Currently just 2% say TfL, may rise to 6% say TfL.
Meanwhile walking is No.1.
And you place it last in your design priority by outcome.
The bus stop bypass has a zebra which is good, but is the bus stop island wide enough?
Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?

Accessible for all

Comments and or suggestions

Disabled need to be considered in these plans

Cycle lanes have proved to increase traffic congestion and increase danger for pedestrians

This game is going to turn the Aeron into complete and utter mayhem people coming to Greenwich like Torresol people actually live in the area will be affected if they drive as the buses are a private

company that TfL sponsor so basically you want everyone on the bus even the disabled or partially sighted so that their shares and their profits stay away at everybody else's expense of the cyclists not everybody can cycle but they are the only ones who have been taken into consideration

As a disabled person reliant on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

My mum is disabled and she uses a black taxi regularly

The design clearly puts pedestrians last.

Your drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these raised carriageway" features need to have road markings to indicate priority for pedestrians.

The crossing at Courthope House, why can't you decide the position? It can go at the entrance to Canada Water Masterplan Site alongside of the existing police station.

Having to use THREE crossings to cross Surrey Quays Rd to Lower Road West 7 islands. is ridiculous. Have crossing points for pedestrians going straight across without interruption.

Remove islands.

At each crossing a pedestrian will be subjected to waiting times and journey times that cumulate.

PUT PEDESTRIANS FIRST when designing.

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Meanwhile walking is No.1.

And you place it last in your design priority by outcome.

The bus stop bypass has a zebra which is good, but is the bus stop island wide enough?

Can a wheelchair manoeuvre? As per TfL guidelines. 2.5M is too narrow. Does it provide a bus stop that protects passengers from the rain properly?

Walking routes and wayfinding

Comments and or suggestions

Good for safe cycling space/segregation. Very poor for pedestrians. Especially the junction with Surrey Quays Road. The junction is still designed with the mindset of motor vehicles being the primary consideration. Looking at pedestrian desire lines along the north side of lower road, the crossing points are completely at odds with where people want to walk. The use of staggered crossings should simply no longer even be considered. To cross Surrey Quays Road someone walking would have to cross (and wait at) three separate crossings! I don't see how that is making walking an attractive proposition. This design looks like something from the 90s. We're better than this.

Allow taxis

Comments and or suggestions

Taxis allowed access

Need full licensed taxis access

Poorly thought out. Taxis need same priority as bus and bicycle

Allow taxis!!

Allow taxi access and I will support

TFL TOTALLY FAILING LONDON
BLACK CABS NEED ALL ACCESS

must have taxi access

Taxi access essential

Taxi & vehicles access must be maintained for any pedestrian who wants a choice of transport mode

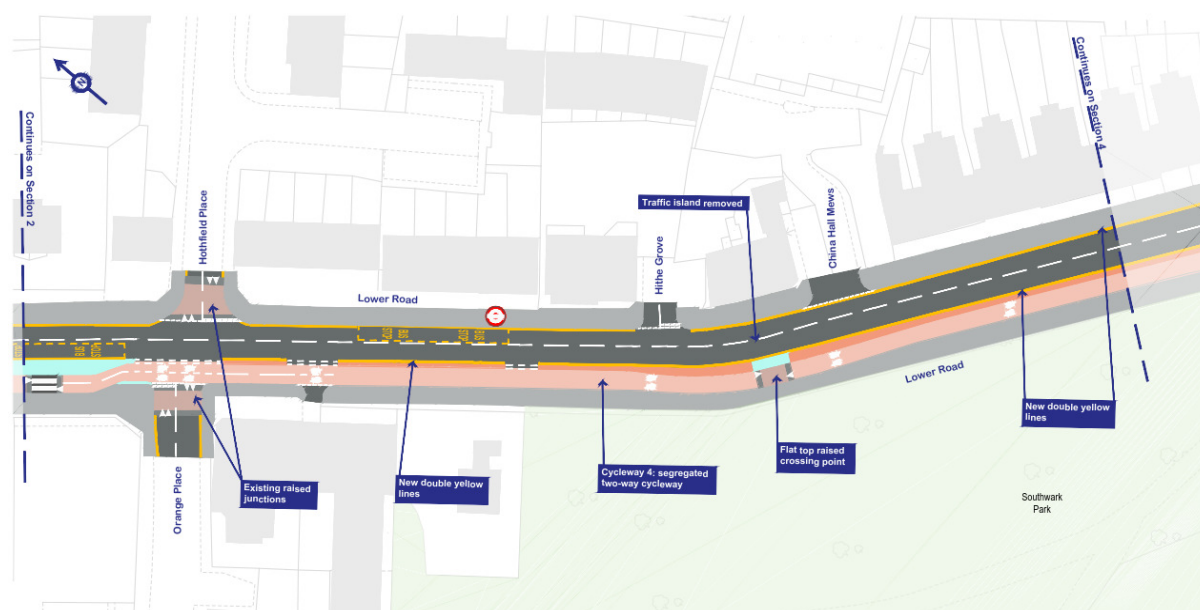
My mum is disabled and she uses a black taxi regularly

taxis need access

Allow access for London Taxis in bus lane

Taxi access demanded

Section 3. Lower Road (between Hothfield Place and China Hall Mews)



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

I think the cycleway needs to be coloured at the junctions so drivers know to look both ways

Clear demarcation of the cycle path is needed to ensure drivers pulling out of side roads give way at the right place

As before, there needs to be a raised edge along the cycle way to ensure vehicles don't stray into it.

I support, but again, the cyclists need to have priority over pedestrians at the bus stop zebra crossings - this is a fast commuter route and cyclists won't put up with people walking out into the road without looking (they are usually staring at their phones)

The traffic island near China Hall is extremely useful to cross the road at this location. "Traffic island to be incorporated into cycle segregation" = remove traffic island.

"Informal crossing retained" = no crossing safe crossing at this location.

Please install a proper safe crossing point here.

Why can't CW4 cross the A200 on this stretch of road to simplify the very busy junction at Surrey Quays (Yellow House / Station)??

You drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these "raised carriageway" features need to have road markings to indicate priority for pedestrians. Ensure priority for pedestrians is top priority when planning.

Clean and tidy

Comments and or suggestions

Cycleway sweeping will be needed under trees at side of park

Improve air quality

Comments and or suggestions

Traffic and pollution will be worse

Leave it alone, taking road space away causes congestion and poor air quality.

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the

roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Narrow road space increases traffic levels and pollution in an heavily congested part of London that is dominated by through traffic from commercial deliveries and has just transferred the problem further into Southwark and around Tower Bridge since certain vehicles have been restricted from using Rotherhithe Tunnel

Improve the air quality by increasing cycle capacity

Another waste of money that will cause increased pollution and congestion

Increased congestion & pollution

As per previous comments: Once again cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Changes to waiting and loading will improve traffic flow and air quality.

Cars speed here. Air quality and noise is a massive issue - consider SuDS planting and adding trees. Maybe there could be some planting along the cycle-traffic separation? With tall plants that take some of the pollution.

Concerned about the effects of temporary road closures

Comments and or suggestions

The disruption that will be caused by putting in the new road layout will be unbearable for many motorist

Crossing roads is easy and safe

Comments and or suggestions

This is a good idea, and would allow cyclists to cross over into Southwark Park. I have attempted this many times, however due to the current road conditions this is not the safest of crossings.

I currently never cycle there because it is too dangerous, I always go through the park. It would improve my ride to have this cycle way

The removal of the traffic island by China Hall Mews now means that there is inadequate crossing provision for people on foot. In the whole of this section there is no crossing provision of any sort. This is inadequate. There is also concern as to the lack of measures to encourage compliance with a 20mph speed limit. We recommend some of usage of the elements of the TfL Lower Speeds Toolkit to encourage compliance with the limit such as bus friendly raised tables.

Once again there's too much space given to motor vehicles but the rest of this looks fine. It's lacking pedestrian crossings between the park and the other side of the road though.

There should be a zebra crossing or raised table for cars at the pedestrian crossing between Hithe Grove and China Hall Mews

pedestrian/cycle crossing by bus stop. It is really important to enforce speed limit there as cars race down this stretch and I nearly go hit twice trying to cross the road

Cyclist behaviour & keep off pavements

Comments and or suggestions

Is there potential to include centreline between the two cycle directions the entire way through? Otherwise might encourage potentially unsafe cyclist overtaking?

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. Y

Does not seem necessary as the existing cycle lanes are sufficient.

Narrower road will reduce traffic speeds?

Yes, and it will also cause more traffic congestion and pollution, but you don't really care about the pollution, you just want to be seen as a progressive "green" council in touch with the public's needs, but you couldn't be more wrong.

99% of the public would like to see all cycle lanes removed and roads widened to the original two lane each way set up, to keep traffic moving and cause less congestion and pollution.
My suggestion is to replace Southwark Council with real Southwark people who are in touch with what the people of this borough really want.
I do not support cycle priority across side road and raised junction.

Easy and safe to cycle

Comments and or suggestions

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety
Keeping the cyclist segregated and easier for my wife I/children to cycle the route as they would otherwise be very vulnerable to vehicles.
As a cyclist I commute this way and these plans would provide safety for all road users
This is a good idea, and would allow cyclists to cross over into Southwark Park. I have attempted this many times, however due to the current road conditions this is not the safest of crossings.
At the moment this is a very intimidating section of road to cycle on as it is quite narrow and cars move quite quickly when there is not too much traffic. The proposals would make it much safer to cycle along and again I am fully supportive of the cycleway having priority over turning traffic.
I currently never cycle there because it is too dangerous, I always go through the park. It would improve my ride to have this cycle way
As per previous comments: Once again cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Need my children to be able to cycle safely here!
These changes "Cycling Segregated two-way cycle track on the south side of Lower Road" will make it safer for cyclists
Very important to improve safety for cyclists and reduce the risk from cars.
Strongly support the segregated cycle park will improve safety of cyclists in this area
As previous
Making cycling safer in London is of Vital importance. This is a good step in that direction

Enjoyable environment

Comments and or suggestions

Great to see continental style segregated cycle lanes which will make the area much safer and much more pleasant.

Greenery & green open space

Comments and or suggestions

Yes all the proposals are good, but would like to see more green areas
Looks good. More trees?
Cars speed here. Air quality and noise is a massive issue - consider SuDS planting and adding trees. Maybe there could be some planting along the cycle-traffic separation? With tall plants that take some of the pollution.

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.
More details here in the last section
<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>
The traffic island near China Hall is extremely useful to cross the road at this location. "Traffic island to be incorporated into cycle segregation" = remove traffic island.
"Informal crossing retained" = no crossing safe crossing at this location.
Please install a proper safe crossing point here.
Why can't CW4 cross the A200 on this stretch of road to simplify the very busy junction at Surrey Quays (Yellow House / Station)??

You drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these "raised carriageway" features need to have road markings to indicate priority for pedestrians. Ensure priority for pedestrians is top priority when planning.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Loss of bus lane towards Rotherhithe Tunnel

Would prefer a bus lane to the cycle path. This will help stop busses getting held up in the Rotherhithe tunnel gridlock.

What is happening to bus routes, have bus lanes been removed and is if so why. Presumably the purpose of this is to enable more cycle routes but if this is to the detriment of bus lanes and the use of public transport then this is a false economy.

Less congestion - Improved traffic flow

Comments and or suggestions

Traffic and pollution will be worse

Will lead to traffic chaos

Cycle lane will increase traffic congestion

Even more traffic

Leave it alone, taking road space away causes congestion and poor air quality.

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Support only if it does not affect traffic flows. Also these traffic models are never accurate

Congestion

Narrow road space increases traffic levels and pollution in an heavily congested part of London that is dominated by through traffic from commercial deliveries and has just transferred the problem further into Southwark and around Tower Bridge since certain vehicles have been restricted from using Rotherhithe Tunnel

Another waste of money that will cause increased pollution and congestion

Increased congestion & pollution

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

Very positive about the cycle paths on this whole road but concerned about the traffic management

Could be problematic with the bus stop at the top. Can cause congestion with buses stopping.

As you have already pointed out narrower road width will reduce traffic speeds, it will also increase congestion with the amount of traffic moving at a slower pace.

Looks good. This area of the road is often very busy

Request for changes to waiting and loading

Changes to waiting and loading will improve traffic flow and air quality.

More and safer cycle infrastructure/ routes

Comments and or suggestions

Connectivity to shopping centre

Safer route to shopping centre via Hothfield pl slope could have better cycle connectivity including Lower Road cycle crossing (from two way cycle route at south of Lower rd) nearby to junction of LR & HP.

Dipped kerbs along cycle path
Again, I use this bit of road a lot, daily in fact. I reckon you need a couple of breaks in the protected cycleway kerb line of the cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Can we also add space for cyclists needing to access Hither Grove and China Hall Mews?
Provide gaps in the protected cycleway kerb to provide access to Hither Grove and China Hall Mews.
Could gaps in protected cycleway kerb line of cycleway - it would provide access for those who need to access Hither Grove and China Hall Mews.
Would be nice to have a gap in the kerb line of the protected cycleway to provide access for those who need to access Hither Grove and China Hall Mews
I suggest for gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews.
Please include gaps in the protected cycleway kerb line of the cycleway to provide access for those who need to access Hither Grove and China Hall Mews.
Need gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
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Please add gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Provide gaps in the kerb line of the cycleway for those needing to access Hothfield place and China Hall Mews.
Please add gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Dipped kerbs along cycle path to provide access to those who need it
gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
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Gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Please include gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews.
There should be gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
It would be good to have gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
There should be gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Provide gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Strongly support and I suggest gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews.
I would like to suggest you provide gaps in the protected cycleway kerb to give access to those going to Hither Grove and China Hall Mews
Could we have gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews
Gaps in the protected cycleway kerb line of cycleway would be good to provide access for those who need to access Hither Grove and China Hall Mews
We suggest bike sized gaps in kerb line of cycleway to provide access for people on bikes to access

Hither Grove and China Hall Mews
Please allow small gaps in the cycle way segregation to allow access to Hither Grove and China Hall Mews
Could we have gaps in protected cycleway kerb line of cycleway to provide access for those who need to access Hither Grove and China Hall Mews?
We suggest bike sized gaps in kerb line of cycleway to provide access for people on bikes to access Hither Grove and China Hall Mews
Not clear how someone cycling on the cycleway will access Hither Grove or China Hall Mews ... is there a risk with putting short gaps in the protected cycleway kerb?
There need to be exit points from the cycleway onto the carriageway for those wanting to access Hither Grove and China Hall Mews.
Gaps in protected cycleway kerb line of cycleway should be installed to provide access for those who need to access Hither Grove and China Hall Mews.
General Support
The new cycle route will be of huge benefit
More safe and direct cycling infrastructure pls
2-way cycle/continuation of Cycle Superhighway 4 is a must.
General Suggestions
Improve the air quality by increasing cycle capacity
I support, but again, the cyclists need to have priority over pedestrians at the bus stop zebra crossings - this is a fast commuter route and cyclists won't put up with people walking out into the road without looking (they are usually staring at their phones)
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf
Entrance to Southwark park for cyclists must be retained.

More enforcement
Comments and or suggestions
pedestrian/cycle crossing by bus stop. It is really important to enforce speed limit there as cars race down this stretch and I nearly go hit twice trying to cross the road
The removal of the traffic island by China Hall Mews now means that there is inadequate crossing provision for people on foot. In the whole of this section there is no crossing provision of any sort. This is inadequate. There is also concern as to the lack of measures to encourage compliance with a 20mph speed limit. We recommend some of usage of the elements of the TfL Lower Speeds Toolkit to encourage compliance with the limit such as bus friendly raised tables.

Other
Comments and or suggestions
Narrowed roads for a major road out & too central London, completely stupid idea
There should be no reduction in carriageway width for cars.
Gaps to be protected.

Pedestrian priority
Comments and or suggestions
The traffic island near China Hall is extremely useful to cross the road at this location. "Traffic island to be incorporated into cycle segregation" = remove traffic island. "Informal crossing retained" = no crossing safe crossing at this location. Please install a proper safe crossing point here. Why can't CW4 cross the A200 on this stretch of road to simplify the very busy junction at Surrey Quays (Yellow House / Station)?? Your drawing shows "raised carriageway" features shaded pink where it appears cyclists may have priority / will believe they do when completing this questionnaire and these "raised carriageway" features need to have road markings to indicate priority for pedestrians. Ensure priority for pedestrians

is top priority when planning.

Police and enforcement

Comments and or suggestions

How can this be afforded when the crime rate in our area is shocking. More Police first please so it's safe to walk the streets.

Prioritise active travel and reallocate space

Comments and or suggestions

Once again there's too much space given to motor vehicles but the rest of this looks fine. It's lacking pedestrian crossings between the park and the other side of the road though.

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

2-way cycle/continuation of Cycle Superhighway 4 is a must.

Reduced on street parking

Comments and or suggestions

Double yellow lines are key to this part of the scheme as car parking (Eastbound in particular) is a menace.

Reduce road conflict between users

Comments and or suggestions

The southbound bus stop may force cars to make unsafe overtakes, clashing with the two junctions on the northbound side.

Safer speeds

Comments and or suggestions

the junctions should have tighter kerbs to slow vehicles turning into side roads

Cars speed here. Air quality and noise is a massive issue - consider SuDS planting and adding trees. Maybe there could be some planting along the cycle-traffic separation? With tall plants that take some of the pollution.

This section is a section of road where traffic has traditionally speeded up. The proposed improvements will help vulnerable road users immensely.

Safety

Comments and or suggestions

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Far more logical as would fit with other plans and assist safe travel.

Great to see continental style segregated cycle lanes which will make the area much safer and much more pleasant.

This will help increase safety for all.

As a cyclist I commute this way and these plans would provide safety for all road users

This section is a section of road where traffic has traditionally speeded up. The proposed improvements will help vulnerable road users immensely.

Maximise safety for cyclists

Segregated space for walking, cycling & driving

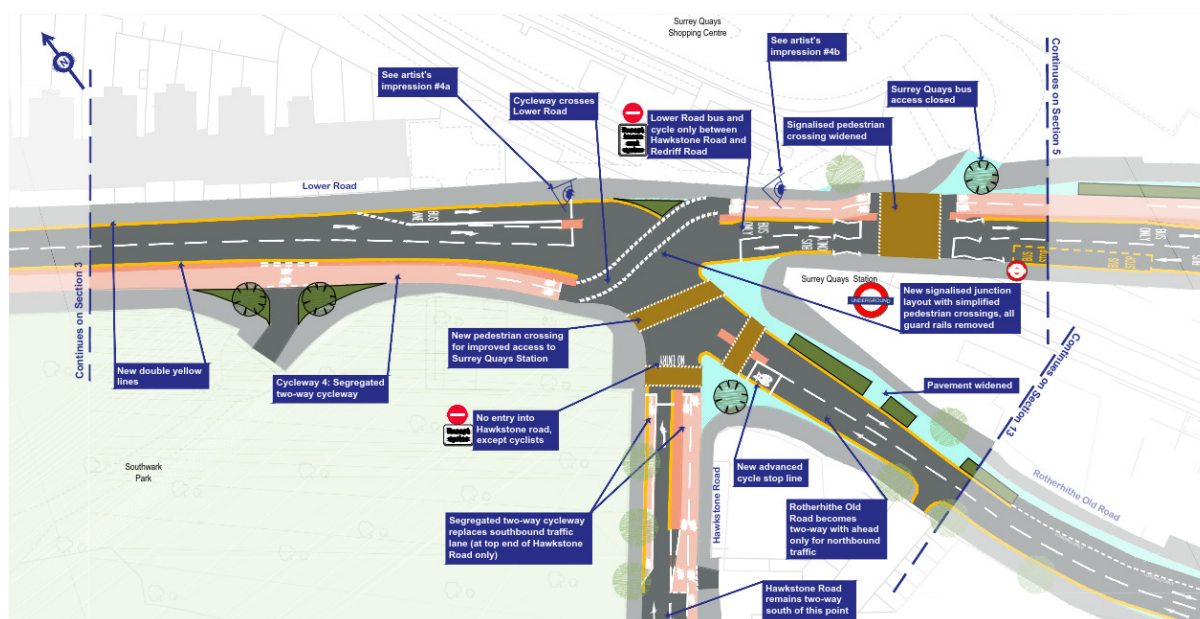
Comments and or suggestions
As before, there needs to be a raised edge along the cycle way to ensure vehicles don't stray into it.
Great to see continental style segregated cycle lanes which will make the area much safer and much more pleasant.
Strongly support an integrated cycleway

Segregation between cyclist and pedestrians
Comments and or suggestions
I support, but again, the cyclists need to have priority over pedestrians at the bus stop zebra crossings - this is a fast commuter route and cyclists won't put up with people walking out into the road without looking (they are usually staring at their phones)

Accessible for all
Comments and or suggestions
As a disabled person reliant on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Allow taxis
Comments and or suggestions
Taxis allowed access
Need full licensed taxis access
Allow taxis!!
Allow taxi access
must have taxi access
Black taxi access is essential
Taxi & vehicles access must be maintained for any pedestrian who wants a choice of transport mode
taxis need access
Taxi access demanded
Continue taxi access

Section 4. Lower Road / Hawkstone Road / Rotherhithe Old Road



Better reporting system and post-crash investigations

Comments and or suggestions

Strongly support segregated cycleway. This area is absolutely terrifying at the moment as a cyclist or pedestrian. A number of times buses and cars have gone through the traffic lights opposite Surrey Quays a while after the lights turned red. I have been told there is no point reporting this to the police, and it can only be reported by filing a report at a station not online/over the phone even with photo or video evidence.

Motorbikes and cars are particularly aggressive at these lights. They accelerate so quickly to overtake bikes after the lights. I have been nearly knocked off my bike (or nearly fallen off because of shock/wind from the close pass) more times than I can count.

Will this be fully segregated and protected from traffic and pedestrians? I am a very cautious cyclist but I've been hit several times by pedestrians walking out into the road without looking, often looking at phones. Luckily I was going at a snail's pace and anticipating pedestrians not paying attention so could react quickly so no one got hurt. Please can you have plenty of caution cyclists signs to help with this? I am concerned about safe travel between the different segregated cycleways. I hope this will be very clear and safely managed by traffic lights?

Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

Layout at Hawkstone Road is confusing for cyclists

I am not sure if Hawkstone two-way works. What happens if a cyclist is in the left-turn cycle lane by mistake but wants to turn right? They are locked into position then, having to avoid left turning cars. Maybe it is better to have the left and right turn cycle lanes combined on the left hand side of the road?

It may be worth additional road markings to indicate the intended cycle route travelling North from Hawkstone Road for right turns (is this intended as a turn onto Lower Road, or onto Rotherhithe Old Road?)

This is a very tricky and busy junction and I think these proposals are inspired. I love how you give buses and cycles priority along lower road. This is what all the evidence shows is effective planning - give the shortest routes to cycles, pedestrians and public transport.

At the moment it is quite an intimidating junction to navigate either as a pedestrian or as a cyclist (and I am sure as a motorist although I don't normally drive in London). I also support the improved public realm as frankly the area is a bit ugly at the moment.

The one thing I am a bit confused by is the right turn for cyclists at the top of Hawkstone Road. Why does the right turn need to be separate from the left turn? It looks like it could be confusing for cyclists and motorists alike.
Don't understand how the turns into Hawkstone Road will be safe
Unclear/unsafe junction navigation and wayfinding
Wow, this is a death trap for cyclists, switching from south to north of the road. All the safety features currently in place appear to be removed to allow cars traffic from and to any direction. A definite NO NO
While the flow of traffic may be simplified, I can imagine that southbound road users attempting to turn into Surrey Quays will become frustrated and confused. If they didn't turn onto Surrey Quays road further north, the alternative route is long-winded and unintuitive. The southbound turning onto Surrey Quays road would have to be signed better to avoid this in my opinion.
Too confusing resulting in longer journey and more traffic potential.
I hope that, as the planning continues, you will think about how cyclists heading to/from Peckham and New Cross will go through the system. For example, should cyclists heading for New Cross leave the cycleway here and head down Rotherhithe Old Road?
Please use a clearly different coloured tarmac on the cycle track in the middle of the main junction here. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions (e.g. when they will need to cross over to the north side of Lower Road at this junction). It also communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in the cycle track as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.
Somewhat confused as to intended crossing procedure for cycles.
I am concerned on two counts: 1) the crossing for cyclists from one side of the road to the other is contrived and risky 2) the pushing of all traffic down Hawkstone Road, whilst better to a degree for Lower Road (you will still have buses and cycles to contend with) will overload this road significantly.
Suggestions to improve traffic signal staging and priorities
The layout is good but enforcement will again be a problem here. There's too much space allocated for motor vehicles, and the layout suggests that you will see car drivers just going across all over the place with no regard for stop lights or the rights of other road users. I'd love that to not be the case but without proper law enforcement it likely will be.
I support taxis being banned from the bus and cycle area. It should be made possible for cycles to turn from the cycleway onto the segregated two-way cycle track at the top of Hawkstone Road. The cycle advance stop line at the end of Rotherhithe Old Road should have a cycle early release green light in the traffic light phasing, so that less experienced cyclists can have time to more easily join the segregated cycle tracks available at this junction. The Surrey Quays Shopping Centre bus access really MUST be maintained for cyclists. Many people cycle from further south, such as Deptford or Lewisham to reach the amenities in the shopping centre and around Canada Water Station and the alternative route would be a major detour with traffic lights for no reason. This access to the car park can and should be maintained for cycle traffic.
I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety Note the cycleway crossing looks off putting, I'm fearful of drivers not respecting the red lights and would feel very much exposed to their recklessness on such a distance Would it be possible to shorten the non-dedicated cyclist lane area? with some clear marking/signage or additional red lights?
It's a messy junction, it would be nice if the cycle route could bypass it altogether or go above or below it, but this is probably more expensive. having the cycleway cross the carriageway is not a favourite of

cyclist because it can put them in conflict with cars, especially if drivers or cyclists jump their respective lights.
Quite confusing for cyclists, would need cycle traffic lights. Add a well maintained cycle lane up and down Rotherhithe New Road.
One concern would be safe crossing for cyclists from one side of the road to the other where the cycle highway moves across. A separate traffic light seems the only option.
The crossing for bikes is not brilliant here - I am not sure who bikes and cars and pedestrians will all fit around each other. The signals for red lights will have to be very well organised.
Hawkstone Road looks a bit confusing for cyclists trying to navigate for the first time. Please make sure signage is clear and that lights give vulnerable road users enough time to move safely. Could there be a camera for enforcement on the ASL on Rotherhithe Old Road?
It is unclear from the plan how the unprotected section of cycleway works. Is the Lower Rd/Hawkstone Rd/ Rotherhithe Old Rd junction regulated by traffic lights? Will cyclists get a separate phase in the traffic light cycle?

Improve air quality
Comments and or suggestions
This will increase traffic congestion and increasing air pollution as a result. the pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a car can get to Surrey Quays shopping centre.
This will grid lock the whole area , forcing people who have to get into Rotherhithe to go down to Rotherhithe, more chaos, more pollution, more cost to business
Have you ever driven around here - it's a mess at the best of times - all these banned turns will increase waiting times - even your own traffic modelling claims journey times will increase an 10 minutes - you'll cause congestion and toxic fumes - hurt business in the area
Making Lower Road after Surrey Quays Station ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep Rotherhithe old road and lower road past surrey quays station one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.
Better for cycling and air quality
Another waste of money that will cause increased pollution and congestion
Increased congestion and pollution. Residents will suffer the consequences.
As per previous comments: Once again cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Delays vehicles and causes more pollution for cyclist and walkers.
The plan to filter all the traffic apart from buses from lower road on to the new proposed two way Rotherhithe Old Road approaching from the direction of Rotherhithe tunnel will not improve the pollution noise or volume of traffic for the residents that would be effected including ourselves it will only increase it , this is an ill thought out plan and is not be fit for purpose, the only people to benefit would be the developers of the Canada Water proposal
I believe that this will cause a lot of accidents and bring traffic chaos and long delays to the area. This will not improve air quality as there will be static cars (who will not turn their engines off!). Access to emergencies services for those living downtown (Rotherhithe) will be affected especially when Tower Bridge goes up , Rotherhithe Tunnel is block and Blackwell Tunnel is blocked. Due to limited access points and all those points having road works on and limited traffic flow.
We strongly oppose this proposal. As residents of nearby Trundleys Road, we see that this plan will divert anyone travelling south on Lower Road to Rotherhithe Old Road and then Bush Road/ Trundleys Road. How can this be beneficial to the residents and pupils of Sir Francis Drake primary there? Has the increased traffic/pollution being considered? What are the proposal from the Lewisham side? How can this be consulted on without seeing what impact this will have on the nearby residents of Lewisham and young kids?
I do not support two-way system as this will lead to a great increase to car driving times, pollution (due

to vehicles remaining idle for longer) and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business.
Reduced vehicle traffic only buses will improve air quality for pedestrians, cyclists and residents.
You are placing all through traffic directly in front of housing estates INCREASING the air pollution. From your own statistics there will be increase traffic and as such putting greater risk to residents. The bus stop prevents elderly or less abled people to alight from the bus and go to the shops and as such increasing the likelihood of staying indoors and not being able to get to the shops as they are now 'dumped' on the road and forced to travel uphill for a long distance. Can the cycleway not stay on the same side of the road and go past Hawkstone so it actually connects to the residents you are trying to encourage to use them, along with the buses? Then the higher volume traffic continue on Lower Road on a wider and commercial road. It seems madness to reduce 5 lanes (3 in in one direction and 2 in the other) to 2 lanes. This will only compound the traffic with traffic at a standstill emitting pollution at the front doors of estate residents
I do not support the proposals. Traffic using Rotherhithe Old Road must be reduced a lot. We are all fed up with the terrible traffic dust. It is making us sick and killing us. And you want to make it worse! Why buses and cycles only over Surrey Quays road bridge A200? There is no good reason for this. You decided to do this to help out British Land?

Concerned about the effects of temporary road closures

Comments and or suggestions

seems logical but the sheer disruption would need to be minimised to prevent the area being cut off for months whilst you work for c2hrs a day but block the roads for 24hrs!

Connecting green areas

Comments and or suggestions

This junction desperately needs and overpass or underpass to connect Rotherhithe to Southwark Park. It's currently a nightmare to cross, requiring waiting for three separate walk lights.

The main issue here is that this does not develop any connection between the surrey quays shopping area and Southwark Park. I was under the impression that this consultation had been delayed to better integrate with the Canada water masterplan but I can't see any evidence of that? For example, I thought there was supposed to be a new entrance to Surrey Quays overground station to the north of Lower road - perhaps that is still being worked out, but it seems important to link that in with these proposals. I think there should be a zebra crossing on lower road approximately at the entrance to Southwark park (where the two new trees are on the above diagram).

Money was spent on restoring an Athletics track that nobody appears to use.
I cycle through that that we section of the park every other day and I have not seen a soul on the track, other than in one occasion. At this rate, in 30 years it will look like it did previously.
Is there not a private operator who could take over the lease and make a success of it, perhaps even introducing an entrance by the corner of the Yellow house restaurant so that people can arrive at Surrey Quays station and get to it quickly?

Crossing roads is easy and safe

Comments and or suggestions

Suggested improvements to crossings

There are a number of significant improvements for those on foot her including the reduction of access to Hawkstone Road and the increase in public realm by the station entrance. A formal pedestrian crossing on the west/north side of the junction is missing and is required.

This junction desperately needs and overpass or underpass to connect Rotherhithe to Southwark Park. It's currently a nightmare to cross, requiring waiting for three separate walk lights.

Making Lower Road after Surrey Quays Station ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep Rotherhithe old road and lower road past surrey quays station one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

Could you not introduce a pedestrian crossing that that allows pedestrians to get from any one point to another here? Oxford circus style?

Current pedestrian crossings on this corner of Surrey Quays station are ridiculous. A crossing opposite the entrance of Southwark park would be more ideal, but this proposal is still much better than the current mess.

Much easier crossing, would a widening of the pavement along surrey quays station be possible?

I think there should be a zebra crossing to surrey quay station. Cars have long been given the priority in this area when we should be encouraging people to use more environmentally friendly forms of transport - the cars should have to wait for the pedestrians not the other way round.

General support of crossing improvements

I strongly agree with this proposal, as currently there is no opportunity to cross here, which means cyclists have to cycle a much further distance along confusing one-way system. I would use this route a lot, as currently I have to turn off at Bush Road due to the complicated and unsafe one way system. I have found myself vulnerable due to the volume of parked cars on Lower Road, and cars creeping out of Cope Street due to the reduced visibility. I find this very unsafe.

Improved pedestrian crossings here are far superior to the current set up where traffic totally dominates the whole junction. The plans are well thought out and are for all users.

This will improve pedestrian access between the Overground and the other side of Lower Road.

Better for cyclists, improved crossing for Surrey Quays station and new trees - love it!

I support the changes to pedestrian crossings

This is a great improvement since this area is a bit of a mess currently. The wide pedestrian crossings look good, and hopefully this will make the area a bit more pleasant.

The Direct pedestrian access between Hawkstone Road and Surrey Quays Station is very good. Please do not force pedestrians to wait on a traffic island in the middle of the road. It is a very unpleasant unhealthy place to wait including from babies and children.

New trees by Southwark Park entrance not required and interfere / obscure the fine entrances to the park. Friends of Southwark Park will be asking to restrict cycling in the park once CW4 is open. We do not need a grand access to / from CW4 to/from the park and CW4 could cross over the A200 to the eastern kerbside before China Hall park entrance. This will discourage commuter cyclists cutting through the park. Please do not encourage that by design. You deny a crossing for pedestrians from Lower Road East / China Hall to Lower Road West / China Hall so why privilege cyclists? It is almost as though Southwark Cyclists or other cycle lobbyists have been involved in parts of the design when others have been excluded.

"Bus and cycle only section from Hawkstone Road junction to Redriff Road" / "Lower Road bus and cycle only between Hawkstone Road and Redriff Road" : Why buses and cycles only? There is no reason given for this. The road bridge can take the weight - engineering evidence shows that clearly and the existing traffic does not damage the bridge. The width is deliverable using LBS / CWM / TfL land as you have shown. So, why buses and cycles only? This needs to be modelled for two way general traffic to ensure CWAAP and other policies / objectives are delivered including REDUCING motor traffic along Rotherhithe Old Road. Did you decide "buses and cycles only" to help out British Land? I hope not, because you might get in trouble. Tweaking modelling to adjust counts to benefit a particular interest would be very wrong indeed.

Your "Lower Road two-way working ~ Traffic Flows" diagram shows very inaccurate PCU figures for key junctions and this is proven by comparison with April / May 2018 traffic data provided by British Land and also DFT counts. Your modelling, for which you are responsible for even if you paid TfL for it, is not valid and not robust.

Your "Lower Road two-way working ~ Traffic Flows" diagram proposes PCU counts for Rotherhithe Old Road that are contrary and perverse to Southwark Council policies, objectives and other London, UK and EU policies / law (including pollution).

New cycle advance stop line at Rotherhithe Old Road does not provide right turn into Lower Road (Southbound) or CW4 and there needs to be a right turn for cyclists with proper road markings.

Drawing says "Rotherhithe Old Road amended to ahead only" and that clearly applies to bicycles. Do

you expect Hawkstone Estate / Silwood cyclists to use the pedestrian crossing?

The cycle route to/from CW4 from China Hall, passing Yellow House and into Hawkstone Road is not provided for or defined. It looks as though cyclists may crash into each other! There is no route defined from CW4 east into Hawkstone Road either which is unacceptable and we are supposed to be providing a cycle route to Peckham - where is the cycle route? It should be delivered at the same time as the east of A200 section to Redriff. There is no bridge for a long time so why prioritise the Lower Rd to Redriff cycleway? Over roads that will have a lot more traffic and the highest volumes? The need is greater on the most busy and dangerous roads. Money should follow need, and need is high where you propose to make traffic worse.

Crossing from Red Lion to Surrey Quays station is a good idea IF the wait / journey time is short, high tech, smart and quick for pedestrians to use. Let's keep it 30 seconds or less. Pay for the technology that is already available and do not be cheap at these key junctions.

"Bus stop relocated from Rotherhithe Old Road" is located adjacent to a narrow pavement and totally unacceptable. 2.25M is not wide enough. You need to widen the pavement and provide a proper full size bus shelter. So wheelchairs and both wait for a bus, position at the stop without impeding others and pass each other by. There will be many people waiting for the buses including with shopping bags and suitcases. This is supposed to be an aspirational part of the AAP Core Area and not a location for impoverishing design. You have land on west side of A200 that you can use to widen the pavement on the east side of the A200.

"Four parking spaces removed and proposed loading bay" is good suggestion But we need loading bays on the WEST side of Rotherhithe Old Road for delivery services who regularly stop around here and the fire / police / emergency services who make regular and habitual used of the exiting bus lane. We have photographs to prove it.

Low level plantings are a very bad idea - the existing medium high plantings in the area get litter strewn, plants die from toxic traffic / rats etc, and these planting proposals need to be decided with residents.

There is not enough bicycle parking shown on your design whatsoever. If you visit the site you will see bicycles chained to railings. Your artists impression shows no cycle parking.

Additional width provided by bridge structure widening is welcome if CW4 must run along Lower Road when it could run along Rotherhithe Old Road / Bush Road and Bestwood Street. You need to model the alternatives. CWSTS discarded options 1, 3 & 4. That was a mistake and Option 1 would be CWAAP policy compliant when Option 2 is not. By deciding Option 2 you deliberately ensured Rotherhithe Old Road / Bush Road and Bestwood Street suffer unacceptable increases in traffic and harm.

"10.0m wide new pedestrian crossing" shows reduced pedestrian pavement at the east kerbside and that is not acceptable, you need to make full use of the small area of scrub land owned by LBS and over which TfL have an emergency exit from the station.

You show low plantings on the east side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side is not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?

You have proposed to widen pavements on the east side of the Rotherhithe Old Road but not along the West side even though the west side needs wider pavements and issues such as trees and drains sorted out. Why not attend to the west side of Rotherhithe Old Road too? Is it because the west side is council estate land mostly? And you do not think council estates and tenants are worth it?

Artists impression /artists-impression-4b.jpg does not show the minimum pavement width on the stretch of pavement adjacent and to the left of the 10 metre crossing. It is not clearly dimensioned on the drawings provided. What is the minimum pavement distance there?

Every few months the tarmac surface of the A200 on the existing site of the proposed 10 metre crossing crumbles into a pothole and trip hazard. I have countless photographs going back years. Most repairs are poor and don't last long. Will this problem be properly sorted out?

British Land has clearly said that they do not want to pay for a new "bus ramp" costing c £150,000 or so. Have you sorted that out with them? Because your design assumes closing the current bus entrance to CWM site.

"Rotherhithe Old Road narrowed to 3.2m wide two-way traffic lanes" Your existing traffic PCUs are

c30% inaccurate. You have failed to model the junction for exit blocking at all and not adequately modelled for optimization calculations, and TfL make clear the weaknesses of their modelling when such substantial changes are made to roads and junctions. A lot of money is being poured into the Lower Road "Proposed public realm scheme adjacent to cycleway" adjacent to Osprey Estate however Lower Road PCUs are expected to fall substantially while PCU counts are expected to rise to extraordinary levels along Bush Road / Rotherhithe Old Road where there are not such grand "Proposed public realm scheme" adjacent to c22,000 to 30,000 polluting motor vehicles every day. British Land April/May 2018 data shows Saturdays to be very busy day on the roads and a traffic matching and exceeding what you decided was "peak". The failure to model Saturday traffic was a mistake. TfL show background traffic c20 to 22% and this is projected to get worse as more cars are used in outer London. TfL show stubborn car use and high level of taxi / PVH / uber growth. There is no evidence that the mode shift hoped for will occur and every indication that mode share will not change as expected.

How will cyclists from the Hawkstone Estate / West cycle down Cope Street to connect with CW4? It looks as though cyclists are expected to use the pedestrian pavement or cycling into the one way oncoming traffic. Have you removed the cycle lane provided? If so, why? Your key does not inform what the short dash lines either side of Cope street signify. You could close Cope Street to traffic and use it for pedestrians, cycling and parking for Lower Road traders and residents?

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Discourage car ownership and usage

Comments and or suggestions

Superb proposal to remove motor vehicles from the front of Surrey Quays station.

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

Unhappy with proposed routing of cycleway

Wow, this is a death trap for cyclists, switching from south to north of the road.

All the safety features currently in place appear to be removed to allow cars traffic from and to any direction.

A definite NO NO

You are placing all through traffic directly in front of housing estates INCREASING the air pollution. From your own statistics there will be increase traffic and as such putting greater risk to residents. The bus stop prevents elderly or less abled people to alight from the bus and go to the shops and as such increasing the likelihood of staying indoors and not being able to get to the shops as they are now 'dumped' on the road and forced to travel uphill for a long distance.

Can the cycleway not stay on the same side of the road and go past Hawkstone so it actually connects to the residents you are trying to encourage to use them, along with the buses? Then the higher volume traffic continue on Lower Road on a wider and commercial road.

It seems madness to reduce 5 lanes (3 in in one direction and 2 in the other) to 2 lanes. This will only compound the traffic with traffic at a standstill emitting pollution at the front doors of estate residents

The Direct pedestrian access between Hawkstone Road and Surrey Quays Station is very good.

Please do not force pedestrians to wait on a traffic island in the middle of the road. It is a very unpleasant unhealthy place to wait including from babies and children.

New trees by Southwark Park entrance not required and interfere / obscure the fine entrances to the park. Friends of Southwark Park will be asking to restrict cycling in the park once CW4 is open. We do not need a grand access to / from CW4 to/from the park and CW4 could cross over the A200 to the eastern kerbside before China Hall park entrance. This will discourage commuter cyclists cutting through the park. Please do not encourage that by design. You deny a crossing for pedestrians from

Lower Road East / China Hall to Lower Road West / China Hall so why privilege cyclists? It is almost as though Southwark Cyclists or other cycle lobbyists have been involved in parts of the design when others have been excluded.

"Bus and cycle only section from Hawkstone Road junction to Redriff Road" / "Lower Road bus and cycle only between Hawkstone Road and Redriff Road" : Why buses and cycles only? There is no reason given for this. The road bridge can take the weight - engineering evidence shows that clearly and the existing traffic does not damage the bridge. The width is deliverable using LBS / CWM / TfL land as you have shown. So, why buses and cycles only? This needs to be modelled for two way general traffic to ensure CWAAP and other policies / objectives are delivered including REDUCING motor traffic along Rotherhithe Old Road. Did you decide "buses and cycles only" to help out British Land? I hope not, because you might get in trouble. Tweaking modelling to adjust counts to benefit a particular interest would be very wrong indeed.

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"10.0m wide new pedestrian crossing" shows reduced pedestrian pavement at the east kerbside and

that is not acceptable, you need to make full use of the small area of scrub land owned by LBS and over which TfL have an emergency exit from the station.

You show low plantings on the east side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side it not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?

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The crossing for bikes is not brilliant here - I am not sure who bikes and cars and pedestrians will all fit around each other. The signals for red lights will have to be very well organised.

2 way cycling lane no thank you London is ruined already please stop

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

General opposition to cycleway

This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.

If you are going to make lower road two way then you should make all of it two way, this plan will cripple the area with gridlock, if the modelling software is the same as used for Old street and Highbury corner then you will be aware it hasn't worked on either of those

Making Lower Road after Surrey Quays Station ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep Rotherhithe old road and lower road past surrey quays station one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Don't support and don't see benefit of road closures

Comments and or suggestions

I'm concerned about the knock-on effect of closing Lower Road to through traffic. If the new route via Rotherhithe Old Road is perceived to be too slow by commuters, this could lead to a massive increase in commuter traffic via Salter Road/Redriff Road or via Surrey Quays Road.

Lower Road between Rotherhithe Old Road and Redriff Road becoming two-way working for buses and cycle only is a total disaster. I use this section very frequently both as part of trips in the area, and to leave the area when travelling further. It is a vital artery into the city from the south east. I do not understand why residents would need to go round the trees and houses to avoid this tiny, but vital, section of the road. The roads around this section are very congested so routing people onto those roads will just make matters worse.

We strongly oppose this proposal. As residents of nearby Trundleys Road, we see that this plan will divert anyone travelling south on Lower Road to Rotherhithe Old Road and then Bush Road/ Trundleys Road. How can this be beneficial to the residents and pupils of Sir Francis Drake primary there? Has the increased traffic/pollution being considered?

What are the proposal from the Lewisham side? How can this be consulted on without seeing what impact this will have on the nearby residents of Lewisham and young kids?

Easy and safe to cycle

Comments and or suggestions

Scheme appears to be safe for cyclists

I'm highly supporting this plan. I cycle there every day and I find this one way road as the most risky part of my journey.

Keeping the cyclist segregated and easier for my wife I/children to cycle the route as they would otherwise be very vulnerable to vehicles.

This is a dangerous junction for cyclists and I think this proposal is spot on creating a safe place for cyclists

This will be a much needed improvement on the current layout as it is very congested and the lights

near the station are confusing. This will help cyclists greatly and be a better implementation for all.
Better for cycling and air quality
As a cyclist I commute this way and these plans would provide safety for all road users
I strongly agree with this proposal, as currently there is no opportunity to cross here, which means cyclists have to cycle a much further distance along confusing one-way system. I would use this route a lot, as currently I have to turn off at Bush Road due to the complicated and unsafe one way system. I have found myself vulnerable due to the volume of parked cars on Lower Road, and cars creeping out of Cope Street due to the reduced visibility. I find this very unsafe.
This is a major changing. It will support the cyclist in a way to avoid any interference with the bus turning to Tesco, like the bus 188. Furthermore, the situation the obligation of car drivers turn towards Surrey Quays is a good situation too.
As per previous comments: Once again cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
The plan to restore two way traffic in the area is an excellent one and is long overdue. As a regular cyclist in this area I can confirm that the existing arrangement is not pleasant and this will be a huge improvement.
Need my children to be able to cycle safely here!
These changes Two-way segregated cycle route along Lower Road crosses from east to west sides of Lower Road at the junction with Rotherhithe Old Road Cycle connection provided into Hawkstone Road allowing connection to Redriff Road (see also section 5) connecting to the Rotherhithe cycleway connection Advanced stop line on Rotherhithe Old Road will make it safer for cyclists.
This removes the risk from traffic turning left towards Canada Water at the junction by Surrey Quays station. I never had an accident there but it always required a lot of concentration to get in line to continue straight
Very important to improve safety for cyclists and reduce the risk from cars.
Better pedestrian access to Surrey Quays station More direct route for buses heading west Clear route for cycleway switching road side
As above <i>Making cycling safer in London is of Vital importance. This is a good step in that direction</i>
Scheme does not appear to be safe for cyclists
Cycle ways look dangerous and bus access closed, surely public transport should be encouraged?
General comments
This part of the proposal is key as current westbound (from Woolwich) travel is very dangerous for cyclists. Current lights and positioning of bus lane require cyclist to fight through 3 lanes of merging traffic to get back onto lower road.
Currently this feels like a very dangerous place for cyclists.
On the current road setup the most dangerous point is just after the lights at the junction of Lower Road / Rotherhithe Old Road. Buses turn left into the bus access road across cyclists and cars move left to turn into Surry Quays, again across cyclists

Enjoyable environment

Comments and or suggestions

Best part of the proposal, will greatly improve quality of life for most people living in the area / users of the station

This is a major changing. It will support the cyclist in a way to avoid any interference with the bus turning to Tesco, like the bus 188. Furthermore, the situation the obligation of car drivers turn towards Surrey Quays is a good situation too.

This is a very tricky and busy junction and I think these proposals are inspired. I love how you give buses and cycles priority along lower road. This is what all the evidence shows is effective planning - give the shortest routes to cycles, pedestrians and public transport.
At the moment it is quite an intimidating junction to navigate either as a pedestrian or as a cyclist (and I am sure as a motorist although I don't normally drive in London). I also support the improved public realm as frankly the area is a bit ugly at the moment.
The one thing I am a bit confused by is the right turn for cyclists at the top of Hawkstone Road. Why

does the right turn need to be separate from the left turn? It looks like it could be confusing for cyclists and motorists alike.

The plan to restore two way traffic in the area is an excellent one and is long overdue. As a regular cyclist in this area I can confirm that the existing arrangement is not pleasant and this will be a huge improvement.

This is a great improvement since this area is a bit of a mess currently. The wide pedestrian crossings look good, and hopefully this will make the area a bit more pleasant.

Feeling safe from crime and injury

Comments and or suggestions

As a cyclist I commute this way and these plans would provide safety for all road users

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Support for bus and cycle only section

This is fantastic. Right now as a pedestrian, it's very complicated to cross from Southwark Park to Surrey Quays station. This allows more direct access. I also support closing this section of lower road to non-bus traffic. Right now it's very hostile to cycling and walking.

Keeping bus access only is a great approach here - this will also serve as a model for future planning to reduce traffic access and make roads generally approachable.

Replacing the busy one way system with a two way bus only system is very sensible.

The bus/cycle only is great to improve the crossing.

I strongly support Lower Road between Rotherhithe Old Road and Redriff Road becoming two-way working for buses and cycle only, and also the widened pedestrian crossing outside Surrey Quays Station.

Opposition to bus and cycle only section

Stupid idea for bus & cycle only working. People who are putting these gridlocking plans forward need to be fired

You seem to be hiding the main change for this section, to restrict a stretch of Lower Road, between Surrey Quays Station and the junction with Redriff Road, to buses and cycles only. This can only cause immense problems in the area. It would drive most of the traffic into a series of junctions around Rotherhithe Old Road, Rotherhithe New Road, Bush Road and Bestwood Street. This is likely to slow the traffic further in an area that can already become very congested, threatening more frequent gridlocks and difficulties for the residents in the area.

Also, it is likely to sharply increase the traffic volumes around the Rotherhithe Peninsula. A lot of vehicles will try to dodge the worst of the congestion by taking this route, and any travelling westwards along Lower Road and missing the turn at Rotherhithe New Road will have no alternative but to turn right into Redriff Road. This would cause severe problems on the peninsula, with long tailbacks at the junctions at Surrey Quays and the Rotherhithe Tunnel, and effectively spoil what is currently one of the few low traffic areas in London.

I'm aware that TfL claims its computer modelling says there would not be a lot more traffic around the peninsula, but past experience of when there have been roadworks on Lower Road have proved this is not the case; a lot of vehicles will take that route. And it seems counter-productive, environmentally and in the disruption caused to traffic, to add to the length of journeys on the route past Rotherhithe.

The plan to filter all the traffic apart from buses from lower road on to the new proposed two way Rotherhithe Old Road approaching from the direction of Rotherhithe tunnel will not improve the pollution noise or volume of traffic for the residents that would be effected including ourselves it will only increase it , this is an ill thought out plan and is not be fit for purpose, the only people to benefit would be the developers of the Canada Water proposal

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This is one of the parts of the plan that makes no sense at all to me.

I very much oppose the bus and cycle only section here. I do not see it's use whatsoever. It is wasting an extremely heavily used piece of road that could speed traffic flow from the Rotherhithe tunnel down lower road to the south east. Instead traffic is forced through a single lane track with 4 extra traffic lights. This will be a disaster. Traffic flow is already very poor in this area with regular gridlock even at non-rush hour times, and this will surely take it to catastrophic levels. This is not good for pedestrians or cyclists in addition to motorists.

Access to the shopping centre and cinema is also extremely restricted with all traffic from the North now seemingly routed through the single small entrance near Canada Water Station, which I do not think can support it. What is the impact on pedestrians facing new gridlock around these roads in a much higher pedestrian traffic area due to the blockage of this critical small strip of road here?

I also do not understand the blockage of the Surrey Quays bus access. Why not use it for cyclists and busses still? As it is already there, why not simply use it to relief pressure on Redriff road?

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"No entry into Hawkstone road, except cyclists", this option will send drivers who are unfamiliar with the traffic in the area to a trap as they only option will be to continue driving until reaching the leisure centre

Equally the " Lower Road bus and cycle only between Hawkstone Road and Redriff Road" won't necessarily improve traffic because extend journeys for those going to surrey quays shopping centre

Suggestions

I support taxis being banned from the bus and cycle area.

It should be made possible for cycles to turn from the cycleway onto the segregated two-way cycle track at the top of Hawkstone Road.

The cycle advance stop line at the end of Rotherhithe Old Road should have a cycle early release green light in the traffic light phasing, so that less experienced cyclists can have time to more easily join the segregated cycle tracks available at this junction.

The Surrey Quays Shopping Centre bus access really MUST be maintained for cyclists. Many people cycle from further south, such as Deptford or Lewisham to reach the amenities in the shopping centre and around Canada Water Station and the alternative route would be a major detour with traffic lights for no reason. This access to the car park can and should be maintained for cycle traffic.

I do not support the proposals.

Traffic using Rotherhithe Old Road must be reduced a lot.

We are all fed up with the terrible traffic dust.

It is making us sick and killing us.

And you want to make it worse!

Why buses and cycles only over Surrey Quays road bridge A200?

There is no good reason for this.

You decided to do this to help out British Land?

Greenery & green open space

Comments and or suggestions

Plant additional trees

Additional cycle parking and tree planting by the station would be a bonus. A wider coloured crossing outside Surrey Quays station would also be brilliant.

Room for extra trees in the bedding areas on the verges.

Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. I also think there is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street.

Support for new planting

really like the greening / SuDS

Better for cyclists, improved crossing for Surrey Quays station and new trees - love it!

Opposition to new planting

The Direct pedestrian access between Hawkstone Road and Surrey Quays Station is very good.

Please do not force pedestrians to wait on a traffic island in the middle of the road. It is a very unpleasant unhealthy place to wait including from babies and children.

New trees by Southwark Park entrance not required and interfere / obscure the fine entrances to the park. Friends of Southwark Park will be asking to restrict cycling in the park once CW4 is open. We do not need a grand access to / from CW4 to/from the park and CW4 could cross over the A200 to the

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harm.

"10.0m wide new pedestrian crossing" shows reduced pedestrian pavement at the east kerbside and that is not acceptable, you need to make full use of the small area of scrub land owned by LBS and over which TfL have an emergency exit from the station.

You show low plantings on the east side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side is not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?

You have proposed to widen pavements on the east side of the Rotherhithe Old Road but not along the West side even though the west side needs wider pavements and issues such as trees and drains sorted out. Why not attend to the west side of Rotherhithe Old Road too? Is it because the west side is council estate land mostly? And you do not think council estates and tenants are worth it?

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Improved junctions and/or traffic lights designs and phasing
Comments and or suggestions
Improve signalling and signing for cyclists
It is unclear from the plan how the unprotected section of cycleway works. Is the Lower Rd/Hawkstone Rd/ Rotherhithe Old Rd junction regulated by traffic lights? Will cyclists get a separate phase in the traffic light cycle?
One concern would be safe crossing for cyclists from one side of the road to the other where the cycle highway moves across. A separate traffic light seems the only option.
Great to see continental style segregated cycle lanes. Please keep the cycle traffic light times as short as possible so to not discourage cyclists from using the new lanes.
Cyclists shouldn't have to cross traffic - cycle lane moves from right hand side of the road to the left. That said, you could install a cycle only set of lights so that they cross before traffic is released
Please make the cycle green lights frequent enough, so that there is no temptation to cut through on a red light. The length of each green light can be short, but the frequency is what kills the effectiveness of some cycleways.
Hawkstone Road looks a bit confusing for cyclists trying to navigate for the first time. Please make sure signage is clear and that lights give vulnerable road users enough time to move safely. Could there be a camera for enforcement on the ASL on Rotherhithe Old Road?
I hope there is sufficient priority given in the phasing of the traffic signals for cyclists to cross Lower Road without long waiting times.
this crossing of lower road could be very dangerous for cyclists if the timing of the traffic lights is not right. It should be long enough to allow cyclists to cross and the section between the cyclist crossing of lower road and the pedestrian crossing (patch where there is the sign "see artist impression #4b") should be long enough so that cyclists don't get stuck on the road by lack of safe space to wait for the pedestrian crossing. For cyclists coming from Rotherhithe old road, the advanced cycle stop line at the junction should be supplemented by a specific traffic light for cyclists, turning green at least 40 seconds before it does for cars. If not the advanced cycle stop line will become useless (eg the new advanced cycle stop line in front of Lambeth station)
Strongly support segregated cycleway. This area is absolutely terrifying at the moment as a cyclist or pedestrian. A number of times buses and cars have gone through the traffic lights opposite Surrey Quays a while after the lights turned red. I have been told there is no point reporting this to the police, and it can only be reported by filing a report at a station not online/over the phone even with photo or video evidence. Motorbikes and cars are particularly aggressive at these lights. They accelerate so quickly to overtake bikes after the lights. I have been nearly knocked off my bike (or nearly fallen off because of shock/wind from the close pass) more times than I can count. Will this be fully segregated and protected from traffic and pedestrians? I am a very cautious cyclist but I've been hit several times by pedestrians walking out into the road without looking, often looking at phones. Luckily I was going at a snail's pace and anticipating pedestrians not paying attention so could react quickly so no one got hurt. Please can you have plenty of caution cyclists signs to help with this? I am concerned about safe travel between the different segregated cycleways. I hope this will be very clear and safely managed by traffic lights?
I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety Note the cycleway crossing looks off putting, I'm fearful of drivers not respecting the red lights and would feel very much exposed to their recklessness on such a distance Would it be possible to shorten the non-dedicated cyclist lane area? with some clear marking/signage or additional red lights?
Improve connectivity to Southwark Park
This junction desperately needs an overpass or underpass to connect Rotherhithe to Southwark Park. It's currently a nightmare to cross, requiring waiting for three separate walk lights.
The main issue here is that this does not develop any connection between the Surrey Quays shopping area and Southwark Park. I was under the impression that this consultation had been delayed to better integrate with the Canada Water masterplan but I can't see any evidence of that? For example, I thought there was supposed to be a new entrance to Surrey Quays overground station to the north of Lower Road - perhaps that is still being worked out, but it seems important to link that in with these

proposals. I think there should be a zebra crossing on lower road approximately at the entrance to Southwark park (where the two new trees are on the above diagram).
Improve connectivity to Southwark Park
Additional cycle parking and tree planting by the station would be a bonus. A wider coloured crossing outside Surrey Quays station would also be brilliant.
Other
Have you ever driven around here - it's a mess at the best of times - all these banned turns will increase waiting times - even your own traffic modelling claims journey times will increase an 10 minutes - you'll cause congestion and toxic fumes - hurt business in the area
The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Also, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Additionally, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the other traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better solution. Also, the idea of making Hawkstone Road one-way on 20-meters stretch, but two-way otherwise is quite shocking. How would that even work???
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf
I would like there to be yellow box junction in the centre of the junction there
This will be a much needed improvement on the current layout as it is very congested and the lights near the station are confusing. This will help cyclists greatly and be a better implementation for all.
I am concerned on two counts: 1) the crossing for cyclists from one side of the road to the other is contrived and risky 2) the pushing of all traffic down Hawkstone Road, whilst better to a degree for Lower Road (you will still have buses and cycles to contend with) will overload this road significantly.
This part of the proposal is key as current westbound (from Woolwich) travel is very dangerous for cyclists. Current lights and positioning of bus lane require cyclist to fight through 3 lanes of merging traffic to get back onto lower road.
If the cycle lane is going to be switched to the other side of the road at this point why can it not be on that side of the road from Rotherhithe Tunnel.
There are a number of significant improvements for those on foot her including the reduction of access to Hawkstone Road and the increase in public realm by the station entrance. A formal pedestrian crossing on the west/north side of the junction is missing and is required.
The Direct pedestrian access between Hawkstone Road and Surrey Quays Station is very good. Please do not force pedestrians to wait on a traffic island in the middle of the road. It is a very unpleasant unhealthy place to wait including from babies and children. New trees by Southwark Park entrance not required and interfere / obscure the fine entrances to the park. Friends of Southwark Park will be asking to restrict cycling in the park once CW4 is open. We do not need a grand access to / from CW4 to/from the park and CW4 could cross over the A200 to the eastern kerbside before China Hall park entrance. This will discourage commuter cyclists cutting through the park. Please do not encourage that by design. You deny a crossing for pedestrians from Lower Road East / China Hall to Lower Road West / China Hall so why privilege cyclists? It is almost as though Southwark Cyclists or other cycle lobbyists have been involved in parts of the design when others have been excluded. "Bus and cycle only section from Hawkstone Road junction to Redriff Road" / "Lower Road bus and cycle only between Hawkstone Road and Redriff Road" : Why buses and cycles only? There is no reason given for this. The road bridge can take the weight - engineering evidence shows that clearly and the existing traffic does not damage the bridge. The width is deliverable using LBS / CWM / TfL land as you have shown. So, why buses and cycles only? This needs to be modelled for two way

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Please let licensed taxis have access to Lower Road between Rotherhithe Old Road and Redriff Road. Please don't stop access to Hawkstone Road from Rotherhithe Old Road. Please don't make Hawkstone Road one way.

Same reason as before

Normal chaos bad road management and the cyclists will only use it when it suits them.

Improved motor vehicles drivers/riders behaviours

Comments and or suggestions

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety
Note the cycleway crossing looks off putting, I'm fearful of drivers not respecting the red lights and would feel very much exposed to their recklessness on such a distance
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"10.0m wide new pedestrian crossing" shows reduced pedestrian pavement at the east kerbside and that is not acceptable, you need to make full use of the small area of scrub land owned by LBS and over which TfL have an emergency exit from the station.

You show low plantings on the east side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side is not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?

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The plan shows that designers have not considered how to improve cycling along Rotherhithe Old Road / Bush Road, thought has not been given to safe routes from estates - where thousands live - to CW4. There are opportunities to provide routes through estates owned by LBS however these have not been utilised either. The whole proposal for this section lacks inspiration. There is no mention of using smart modern technology to improve journey times, waiting times for cyclists and pedestrians. Why have you ensured traffic flow along Hawkstone Road is reduced? You are required to reduce traffic flow along Rotherhithe Old Road not Hawkstone Road. Keep this road two way because it will help reduce traffic along Rotherhithe New Road and Rotherhithe Old Road.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.

Better pedestrian access to Surrey Quays station

More direct route for buses heading west

Clear route for cycleway switching road side

Making Lower Road after Surrey Quays Station ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep Rotherhithe old road and lower road past surrey quays station one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

It would put a massive pressure on Rotherhithe Old Road. It is not possible that in the evening hours Rotherhithe Old Road could cope with the traffic - even if parts of it would divert towards Redriff Road. Traffic jams would get even a lot worse with no real benefit as buses would also be impacted on the northern part of Old Road.

Not clear how the bus and cycle only on Redriff Road affects bus 225 (will it continue its existing route or will there be a way for it to get onto this route instead to utilise the free flowing bus only stretch?)

Not clear if cycleway is protected from footpath by more than just paint.

Strongly support new double yellow lines (nothing much parks here anyway, and when it does (eg dogwalkers) it is just getting in the way of traffic and can park elsewhere just as easily!)

Cycle ways look dangerous and bus access closed, surely public transport should be encouraged?

Less congestion - Improved traffic flow

Comments and or suggestions

Suggestions that changes will increase congestion

creating new and increase congestions...

Will lead to traffic chaos

Less road space more traffic

Stupid idea for bus & cycle only working. People who are putting these gridlocking plans forward need to be fired

Leave it as it is. Or you will cause constant gridlock. WHERE BUSES GO TAXIS GO
This will increase traffic congestion and increasing air pollution as a result. the pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a car can get to Surrey Quays shopping centre.
This will grid lock the whole area, forcing people who have to get into Rotherhithe to go down to Rotherhithe, more chaos, more pollution, more cost to business
Traffic will suffer in the surrounding area
I'm concerned about the knock-on effect of closing Lower Road to through traffic. If the new route via Rotherhithe Old Road is perceived to be too slow by commuters, this could lead to a massive increase in commuter traffic via Salter Road/Redriff Road or via Surrey Quays Road.
The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Also, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Additionally, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the other traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better solution. Also, the idea of making Hawkstone Road one-way on 20-meters stretch, but two-way otherwise is quite shocking. How would that even work???
This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.
If you are going to make lower road two way then you should make all of it two way, this plan will cripple the area with gridlock, if the modelling software is the same as used for Old street and Highbury corner then you will be aware it hasn't worked on either of those
Have you ever driven around here - it's a mess at the best of times - all these banned turns will increase waiting times - even your own traffic modelling claims journey times will increase an 10 minutes - you'll cause congestion and toxic fumes - hurt business in the area
Congestion
Another waste of money that will cause increased pollution and congestion
Increased congestion and pollution. Residents will suffer the consequences.
You seem to be hiding the main change for this section, to restrict a stretch of Lower Road, between Surrey Quays Station and the junction with Redriff Road, to buses and cycles only. This can only cause immense problems in the area. It would drive most of the traffic into a series of junctions around Rotherhithe Old Road, Rotherhithe New Road, Bush Road and Bestwood Street. This is likely to slow the traffic further in an area that can already become very congested, threatening more frequent gridlocks and difficulties for the residents in the area. Also, it is likely to sharply increase the traffic volumes around the Rotherhithe Peninsula. A lot of vehicles will try to dodge the worst of the congestion by taking this route, and any travelling westwards along Lower Road and missing the turn at Rotherhithe New Road will have no alternative but to turn right into Redriff Road. This would cause severe problems on the peninsula, with long tailbacks at the junctions at Surrey Quays and the Rotherhithe Tunnel, and effectively spoil what is currently one of the few low traffic areas in London. I'm aware that TfL claims its computer modelling says there would not be a lot more traffic around the peninsula, but past experience of when there have been roadworks on Lower Road have proved this is not the case; a lot of vehicles will take that route. And it seems counter-productive, environmentally and in the disruption caused to traffic, to add to the length of journeys on the route past Rotherhithe.
Delays vehicles and causes more pollution for cyclist and walkers.
Too confusing resulting in longer journey and more traffic potential.
Lower Road between Rotherhithe Old Road and Redriff Road becoming two-way working for buses

and cycle only is a total disaster. I use this section very frequently both as part of trips in the area, and to leave the area when travelling further. It is a vital artery into the city from the south east. I do not understand why residents would need to go round the trees and houses to avoid this tiny, but vital, section of the road. The roads around this section are very congested so routing people onto those roads will just make matters worse.
I believe that this will cause a lot of accidents and bring traffic chaos and long delays to the area. This will not improve air quality as there will be static cars (who will not turn their engines off!). Access to emergencies services for those living downtown (Rotherhithe) will be affected especially when Tower Bridge goes up , Rotherhithe Tunnel is block and Blackwell Tunnel is blocked. Due to limited access points and all those points having road works on and limited traffic flow.
Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists
I support all the changes, however, this will significantly increase congestion around the Rotherhithe new road, which will be backed up from Rotherhithe tunnel.
It would put a massive pressure on Rotherhithe Old Road. It is not possible that in the evening hours Rotherhithe Old Road could cope with the traffic - even if parts of it would divert towards Redriff Road. Traffic jams would get even a lot worse with no real benefit as buses would also be impacted on the northern part of Old Road.
I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business.
The proposition will not ease the current traffic. It may cause even worse traffic. Removing parking space and replacing it with double yellow lines will make it harder for residents to park. Residents will not get rid of cars because of no parking space. Removing parking space will not reduce traffic which is already a problem in the area. If you are removing parking space in this area you need to find adequate replacement. I believe the proposed changes will cause more congestion and heavier traffic in the area.
This is one of the parts of the plan that makes no sense at all to me. I very much oppose the bus and cycle only section here. I do not see it's use whatsoever. It is wasting an extremely heavily used piece of road that could speed traffic flow from the Rotherhithe tunnel down lower road to the south east. Instead traffic is forced through a single lane track with 4 extra traffic lights. This will be a disaster. Traffic flow is already very poor in this area with regular gridlock even at non-rush hour times, and this will surely take it to catastrophic levels. This is not good for pedestrians or cyclists in addition to motorists. Access to the shopping centre and cinema is also extremely restricted with all traffic from the North now seemingly routed through the single small entrance near Canada Water Station, which I do not think can support it. What is the impact on pedestrians facing new gridlock around these roads in a much higher pedestrian traffic area due to the blockage of this critical small strip of road here? I also do not understand the blockage of the Surrey Quays bus access. Why not use it for cyclists and busses still? As it is already there, why not simply use it to relief pressure on Redriff road?
This will increase traffic congestion & will not improve bus journey times
This will create a bottle neck and reduce traffic flow.
It will cause more congestion
Another poorly conceived scheme, adding to an already congested area
As previous section <i>Very positive about the cycle paths on this whole road but concerned about the traffic management</i>
Other
This will be a much needed improvement on the current layout as it is very congested and the lights near the station are confusing. This will help cyclists greatly and be a better implementation for all. sometimes the whole one way system gets clogged. (Mill home games being an obvious example). will the new arrangements make this better or worse?

More and safer cycle infrastructure/ routes
Comments and or suggestions
Requests for more cycle parking facilities
Additional cycle parking and tree planting by the station would be a bonus. A wider coloured crossing outside Surrey Quays station would also be brilliant.
Bicycle parking facilities on the high street are currently very few, and they will be even fewer if the railings are removed. Are you going to provide additional ones?
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. I also think there is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street.
Will there be cycle parking near the park entrance? none at the moment for people cycling there or to the yellow house and would be useful. I currently cycle through the park in summer, to avoid the Rotherhithe tunnel roundabout. At the moment this is difficult to turn right onto lower road from the Surrey Quays exit of the park and this will improve the safety of leaving the park by bike and getting onto the road. The changes to the road layout will increase the distance I have to travel by car from the tunnel to Plough way. However I would much rather have a slightly longer car journey to enable such improvement to the cycling infrastructure.

Other
This looks so much safer and better. Good to see walking cycling and buses prioritised over cars! Can we have cycleway on Rotherhithe old road. it looks like there is space!
there needs to be a safe way to cycle from Rotherhithe old road onto lower road east bound
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf
Money was spent on restoring an Athletics track that nobody appears to use. I cycle through that that we section of the park every other day and I have not seen a soul on the track, other than in one occasion. At this rate, in 30 years it will look like it did previously. Is there not a private operator who could take over the lease and make a success of it, perhaps even introducing an entrance by the corner of the Yellow house restaurant so that people can arrive at Surrey Quays station and get to it quickly?
I hope that, as the planning continues, you will think about how cyclists heading to/from Peckham and New Cross will go through the system. For example, should cyclists heading for New Cross leave the cycleway here and head down Rotherhithe Old Road?
The Direct pedestrian access between Hawkstone Road and Surrey Quays Station is very good. Please do not force pedestrians to wait on a traffic island in the middle of the road. It is a very unpleasant unhealthy place to wait including from babies and children. New trees by Southwark Park entrance not required and interfere / obscure the fine entrances to the park. Friends of Southwark Park will be asking to restrict cycling in the park once CW4 is open. We do not need a grand access to / from CW4 to/from the park and CW4 could cross over the A200 to the eastern kerbside before China Hall park entrance. This will discourage commuter cyclists cutting through the park. Please do not encourage that by design. You deny a crossing for pedestrians from Lower Road East / China Hall to Lower Road West / China Hall so why privilege cyclists? It is almost as though Southwark Cyclists or other cycle lobbyists have been involved in parts of the design when others have been excluded. "Bus and cycle only section from Hawkstone Road junction to Redriff Road" / "Lower Road bus and cycle only between Hawkstone Road and Redriff Road" : Why buses and cycles only? There is no reason given for this. The road bridge can take the weight - engineering evidence shows that clearly and the existing traffic does not damage the bridge. The width is deliverable using LBS / CWM / TfL land as you have shown. So, why buses and cycles only? This needs to be modelled for two way general traffic to ensure CWAAP and other policies / objectives are delivered including REDUCING motor traffic along Rotherhithe Old Road. Did you decide "buses and cycles only" to help out British Land? I hope not, because you might get in trouble. Tweaking modelling to adjust counts to benefit a

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Advanced cycle stop box should have feeder cycle lane (minimum 20m) to allow riders to access the stop box.

New cycle route will be of huge benefit. Other changes seem reasonable.

More enforcement

Comments and or suggestions

Hawkstone Road looks a bit confusing for cyclists trying to navigate for the first time. Please make sure signage is clear and that lights give vulnerable road users enough time to move safely. Could there be a camera for enforcement on the ASL on Rotherhithe Old Road?

The layout is good but enforcement will again be a problem here. There's too much space allocated for motor vehicles, and the layout suggests that you will see car drivers just going across all over the place with no regard for stop lights or the rights of other road users. I'd love that to not be the case but without proper law enforcement it likely will be.

Noise reduction

Comments and or suggestions

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution.

Also, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road.

Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Additionally, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the other traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better solution.

Also, the idea of making Hawkstone Road one-way on 20-meters stretch, but two-way otherwise is quite shocking. How would that even work???

Other

Comments and or suggestions

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

Why do cyclists get more priority than motorists when it's the motorist's Road Tax Duty that pays for all these so called improvements???

I prefer to drive home and being able to do so from both ends of the road. waste of more money by the council and more charges in parking fines probably

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Prioritise active travel and reallocate space

Comments and or suggestions

This looks so much safer and better. Good to see walking cycling and buses prioritised over cars! Can we have cycleway on Rotherhithe old road. it looks like there is space!

This is a very tricky and busy junction and I think these proposals are inspired. I love how you give buses and cycles priority along lower road. This is what all the evidence shows is effective planning - give the shortest routes to cycles, pedestrians and public transport.

At the moment it is quite an intimidating junction to navigate either as a pedestrian or as a cyclist (and I am sure as a motorist although I don't normally drive in London). I also support the improved public realm as frankly the area is a bit ugly at the moment.

The one thing I am a bit confused by is the right turn for cyclists at the top of Hawkstone Road. Why does the right turn need to be separate from the left turn? It looks like it could be confusing for cyclists and motorists alike.

The layout is good but enforcement will again be a problem here. There's too much space allocated for motor vehicles, and the layout suggests that you will see car drivers just going across all over the place with no regard for stop lights or the rights of other road users. I'd love that to not be the case but without proper law enforcement it likely will be.

I think there should be a zebra crossing to surrey quay station. Cars have long been given the priority in this area when we should be encouraging people to use more environmentally friendly forms of transport - the cars should have to wait for the pedestrians not the other way round.

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Better pedestrian access to Surrey Quays station

More direct route for buses heading west

Clear route for cycleway switching road side

Safety first and prioritises walkers and cyclists, which is encouraging.

Promote local economy

Comments and or suggestions

This will grid lock the whole area , forcing people who have to get into Rotherhithe to go down to Rotherhithe, more chaos, more pollution, more cost to business

Have you ever driven around here - it's a mess at the best of times - all these banned turns will increase waiting times - even your own traffic modelling claims journey times will increase an 10 minutes - you'll cause congestion and toxic fumes - hurt business in the area

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due

to vehicles remaining idle for longer) and distance travelled.
It will be a very inconvenient system and reduce my appetite to visit the area for business.

Reduce road conflict between users

Comments and or suggestions

I am not sure if Hawkstone two-way works. What happens if a cyclist is in the left-turn cycle lane by mistake but wants to turn right? They are locked into position then, having to avoid left turning cars. Maybe it is better to have the left and right turn cycle lanes combined on the left hand side of the road?

Please use a clearly different coloured tarmac on the cycle track in the middle of the main junction here. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions (e.g. when they will need to cross over to the north side of Lower Road at this junction). It also communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in the cycle track as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.

This part of the proposal is key as current westbound (from Woolwich) travel is very dangerous for cyclists. Current lights and positioning of bus lane require cyclist to fight through 3 lanes of merging traffic to get back onto lower road.

This removes the risk from traffic turning left towards Canada Water at the junction by Surrey Quays station. I never had an accident there but it always required a lot of concentration to get in line to continue straight

Very important to improve safety for cyclists and reduce the risk from cars.

Reduced on street parking

Comments and or suggestions

Whilst globally in favour of the aim or the project, from a purely personal point of view, the proposal is very disappointing.

The proposed layout seems to suit through traffic, but not local area requirements.

Existing road layout means car access to my home at 3 Rotherhithe Old Road is from the south only, but it allows me to go around the block, whether to Hawkstone Road (seeking a parking space) or around and back down Lower Road.

In the proposed project, if I pass by car before my house to unload objects or people, I can only do it either by coming from the north end of Lower Road, or going towards the north end of Lower Road.

This is a poor solution as I come and go from the Greenwich direction or the Peckham direction and I will forever be doing U-turns.

Also, I see the proposition is to remove the parking spaces in front of my property. I am in parking Zone N. In the proposed plan, if I pass my house coming from the south, I have no access to the Zone N parking on Hawkstone Road without a major effort, or onto Lower Road heading south.

Please do your best to allow local residents and even delivery vehicles a little more ability to circulate in the area and not just be pushed from one side to the other.

The proposition will not ease the current traffic. It may cause even worse traffic.

Removing parking space and replacing it with double yellow lines will make it harder for residents to park. Residents will not get rid of cars because of no parking space. Removing parking space will not reduce traffic which is already a problem in the area.

If you are removing parking space in this area you need to find adequate replacement.

I believe the proposed changes will cause more congestion and heavier traffic in the area.

Not clear how the bus and cycle only on Redriff Road affects bus 225 (will it continue its existing route or will there be a way for it to get onto this route instead to utilise the free flowing bus only stretch?)

Not clear if cycleway is protected from footpath by more than just paint.

Strongly support new double yellow lines (nothing much parks here anyway, and when it does (eg dogwalkers) it is just getting in the way of traffic and can park elsewhere just as easily!)

The left turn lane for cycles should have wand orca protected to keep people from parking here.

Safety
Comments and or suggestions
Scheme does appear to be safe
This was tried many years ago and failed as being very dangerous - taking into consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen
Wow, this is a death trap for cyclists, switching from south to north of the road. All the safety features currently in place appear to be removed to allow cars traffic from and to any direction. A definite NO NO
I believe that this will cause a lot of accidents and bring traffic chaos and long delays to the area. This will not improve air quality as there will be static cars (who will not turn their engines off!). Access to emergency services for those living downtown (Rotherhithe) will be affected especially when Tower Bridge goes up, Rotherhithe Tunnel is blocked and Blackwell Tunnel is blocked. Due to limited access points and all those points having road works on and limited traffic flow.
On the current road setup the most dangerous point is just after the lights at the junction of Lower Road / Rotherhithe Old Road. Buses turn left into the bus access road across cyclists and cars move left to turn into Surrey Quays, again across cyclists
Other
Need my children to be able to cycle safely here!
Very important to improve safety for cyclists and reduce the risk from cars.
Currently this feels like a very dangerous place for cyclists.

Segregated space for walking, cycling & driving
Comments and or suggestions
Keeping the cyclist segregated and easier for my wife / children to cycle the route as they would otherwise be very vulnerable to vehicles.
Great to see continental style segregated cycle lanes. Please keep the cycle traffic light times as short as possible so to not discourage cyclists from using the new lanes.
Strongly support segregated cycleway. This area is absolutely terrifying at the moment as a cyclist or pedestrian. A number of times buses and cars have gone through the traffic lights opposite Surrey Quays a while after the lights turned red. I have been told there is no point reporting this to the police, and it can only be reported by filing a report at a station not online/over the phone even with photo or video evidence. Motorbikes and cars are particularly aggressive at these lights. They accelerate so quickly to overtake bikes after the lights. I have been nearly knocked off my bike (or nearly fallen off because of shock/wind from the close pass) more times than I can count. Will this be fully segregated and protected from traffic and pedestrians? I am a very cautious cyclist but I've been hit several times by pedestrians walking out into the road without looking, often looking at phones. Luckily I was going at a snail's pace and anticipating pedestrians not paying attention so could react quickly so no one got hurt. Please can you have plenty of caution cyclists signs to help with this? I am concerned about safe travel between the different segregated cycleways. I hope this will be very clear and safely managed by traffic lights?

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Traffic reduction

Comments and or suggestions

Keeping bus access only is a great approach here - this will also serve as a model for future planning to reduce traffic access and make roads generally approachable.

Reduced vehicle traffic only buses will improve air quality for pedestrians, cyclists and residents.

The plan to filter all the traffic apart from buses from lower road on to the new proposed two way Rotherhithe Old Road approaching from the direction of Rotherhithe tunnel will not improve the pollution noise or volume of traffic for the residents that would be effected including ourselves it will only increase it , this is an ill thought out plan and is not be fit for purpose, the only people to benefit would be the developers of the Canada Water proposal

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Accessible for all

Comments and or suggestions

Reduced taxi access

It should be buses cycles and licensed wheelchair accessible London taxicabs

Taxis need access to all roads Buses do

Disabled people need a choice

Taxis are the only door to door safest Wheelchair accessible public transport

They must have access to all roads

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Need taxi access

Only 100 % wheelchair accessible mode of transport and you are looking to exclude?

Not very fair is it?

TFL TOTALLY FAILING LONDON BLACK CABS NEED ALL ACCESS

The only thing here that I oppose is London Taxis not having the same access as Buses, we are same as Buses, we pick up & transport passengers to & from their destination, we have wheelchair users who need access to all roads & junctions just like Buses, there seems to be an anti-Black cab agenda with these consultations & it needs to stop. We are just as important as Buses, we should have same access to roads & junctions as they do.

Licensed taxis should have access as well. Part of London transport, and making an area that is restrictive to disabled is wrong. Wheelchair users have enough trouble in busses clogged with buggy's.

It's important that Taxis have access to the same roads as Buses, if a member of the public for disability or health reasons has to use a Taxi for their transportation , it would discriminate against them

You must allow taxi access, we ARE part of public transport and only part 100% disabled accessible

Licensed London taxis should be allowed access too, not every wheelchair user or elderly person wants to or able to take the bus

Licensed Taxis need to have the same access as buses.

Taxi's service the elderly and disabled in a way that buses cannot and to exclude Taxis we discriminate against them.

Fully wheelchair accessible Licensed London Taxis must be allowed on all routes , it is discriminatory to leave them out

There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination. This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.
Lack taxis should be able to use this as well as buses and cycles . We are a mode of transport for wheelchair users.
My clients are hard of walking and need to get a taxi through here
Must give accessibility to taxis, you will be denying the elderly and disabled a door to door service by these proposals
Other
This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.
Need my children to be able to cycle safely here!
You are placing all through traffic directly in front of housing estates INCREASING the air pollution. From your own statistics there will be increase traffic and as such putting greater risk to residents. The bus stop prevents elderly or less abled people to alight from the bus and go to the shops and as such increasing the likelihood of staying indoors and not being able to get to the shops as they are now 'dumped' on the road and forced to travel uphill for a long distance. Can the cycleway not stay on the same side of the road and go past Hawkstone so it actually connects to the residents you are trying to encourage to use them, along with the buses? Then the higher volume traffic continues on Lower Road on a wider and commercial road. It seems madness to reduce 5 lanes (3 in in one direction and 2 in the other) to 2 lanes. This will only compound the traffic with traffic at a standstill emitting pollution at the front doors of estate residents
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Walking routes and wayfinding
Comments and or suggestions
This is fantastic. Right now as a pedestrian, it's very complicated to cross from Southwark Park to Surrey Quays station. This allows more direct access. I also support closing this section of lower road to non-bus traffic. Right now it's very hostile to cycling and walking.

Wider and well-maintained pavements/walking routes
Comments and or suggestions
I really like the widened pavement and new public realm improvements outside Surrey Quays Station.
This will increase traffic congestion and increasing air pollution as a result. the pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a car can get to Surrey Quays shopping centre.
Much easier crossing, would a widening of the pavement along surrey quays station be possible?
There are a number of significant improvements for those on foot her including the reduction of access to Hawkstone Road and the increase in public realm by the station entrance. A formal pedestrian crossing on the west/north side of the junction is missing and is required.
As part of the improvements please consider pedestrian movement. Currently on lower road the

amount of street furniture, bins and the poor quality of the pavement makes walking at busy times a bit of a nightmare. Where possible, widening of the pavement, reduction of street furniture and bin stores would be welcomed.

The Direct pedestrian access between Hawkstone Road and Surrey Quays Station is very good. Please do not force pedestrians to wait on a traffic island in the middle of the road. It is a very unpleasant unhealthy place to wait including from babies and children.

New trees by Southwark Park entrance not required and interfere / obscure the fine entrances to the park. Friends of Southwark Park will be asking to restrict cycling in the park once CW4 is open. We do not need a grand access to / from CW4 to/from the park and CW4 could cross over the A200 to the eastern kerbside before China Hall park entrance. This will discourage commuter cyclists cutting through the park. Please do not encourage that by design. You deny a crossing for pedestrians from Lower Road East / China Hall to Lower Road West / China Hall so why privilege cyclists? It is almost as though Southwark Cyclists or other cycle lobbyists have been involved in parts of the design when others have been excluded.

"Bus and cycle only section from Hawkstone Road junction to Redriff Road" / "Lower Road bus and cycle only between Hawkstone Road and Redriff Road" : Why buses and cycles only? There is no reason given for this. The road bridge can take the weight - engineering evidence shows that clearly and the existing traffic does not damage the bridge. The width is deliverable using LBS / CWM / TfL land as you have shown. So, why buses and cycles only? This needs to be modelled for two way general traffic to ensure CWAAP and other policies / objectives are delivered including REDUCING motor traffic along Rotherhithe Old Road. Did you decide "buses and cycles only" to help out British Land? I hope not, because you might get in trouble. Tweaking modelling to adjust counts to benefit a particular interest would be very wrong indeed.

Your "Lower Road two-way working ~ Traffic Flows" diagram shows very inaccurate PCU figures for key junctions and this is proven by comparison with April / May 2018 traffic data provided by British Land and also DFT counts. Your modelling, for which you are responsible for even if you paid TfL for it, is not valid and not robust.

Your "Lower Road two-way working ~ Traffic Flows" diagram proposes PCU counts for Rotherhithe Old Road that are contrary and perverse to Southwark Council policies, objectives and other London, UK and EU policies / law (including pollution).

New cycle advance stop line at Rotherhithe Old Road does not provide right turn into Lower Road (Southbound) or CW4 and there needs to be a right turn for cyclists with proper road markings.

Drawing says "Rotherhithe Old Road amended to ahead only" and that clearly applies to bicycles. Do you expect Hawkstone Estate / Silwood cyclists to use the pedestrian crossing?

The cycle route to/from CW4 from China Hall, passing Yellow House and into Hawkstone Road is not provided for or defined. It looks as though cyclists may crash into each other! There is no route defined from CW4 east into Hawkstone Road either which is unacceptable and we are supposed to be providing a cycle route to Peckham - where is the cycle route? It should be delivered at the same time as the east of A200 section to Redriff. There is no bridge for a long time so why prioritise the Lower Rd to Redriff cycleway? Over roads that will have a lot more traffic and the highest volumes? The need is greater on the most busy and dangerous roads. Money should follow need, and need is high where you propose to make traffic worse.

Crossing from Red Lion to Surrey Quays station is a good idea IF the wait / journey time is short, high tech, smart and quick for pedestrians to use. Let's keep it 30 seconds or less. Pay for the technology that is already available and do not be cheap at these key junctions.

"Bus stop relocated from Rotherhithe Old Road" is located adjacent to a narrow pavement and totally unacceptable. 2.25M is not wide enough. You need to widen the pavement and provide a proper full size bus shelter. So wheelchairs and both wait for a bus, position at the stop without impeding others and pass each other by. There will be many people waiting for the buses including with shopping bags and suitcases. This is supposed to be an aspirational part of the AAP Core Area and not a location for impoverishing design. You have land on west side of A200 that you can use to widen the pavement on the east side of the A200.

"Four parking spaces removed and proposed loading bay" is good suggestion But we need loading bays on the WEST side of Rotherhithe Old Road for delivery services who regularly stop around here and the fire / police / emergency services who make regular and habitual use of the exiting bus lane. We have photographs to prove it.

Low level plantings are a very bad idea - the existing medium high plantings in the area get litter

strewn, plants die from toxic traffic / rats etc, and these planting proposals need to be decided with residents.

There is not enough bicycle parking shown on your design whatsoever. If you visit the site you will see bicycles chained to railings. Your artists impression shows no cycle parking.

Additional width provided by bridge structure widening is welcome if CW4 must run along Lower Road when it could run along Rotherhithe Old Road / Bush Road and Bestwood Street. You need to model the alternatives. CWSTS discarded options 1, 3 & 4. That was a mistake and Option 1 would be CWAAP policy compliant when Option 2 is not. By deciding Option 2 you deliberately ensured Rotherhithe Old Road / Bush Road and Bestwood Street suffer unacceptable increases in traffic and harm.

"10.0m wide new pedestrian crossing" shows reduced pedestrian pavement at the east kerbside and that is not acceptable, you need to make full use of the small area of scrub land owned by LBS and over which TfL have an emergency exit from the station.

You show low plantings on the east side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side is not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?

You have proposed to widen pavements on the east side of the Rotherhithe Old Road but not along the West side even though the west side needs wider pavements and issues such as trees and drains sorted out. Why not attend to the west side of Rotherhithe Old Road too? Is it because the west side is council estate land mostly? And you do not think council estates and tenants are worth it?

Artists impression /artists-impression-4b.jpg does not show the minimum pavement width on the stretch of pavement adjacent and to the left of the 10 metre crossing. It is not clearly dimensioned on the drawings provided. What is the minimum pavement distance there?

Every few months the tarmac surface of the A200 on the existing site of the proposed 10 metre crossing crumbles into a pothole and trip hazard. I have countless photographs going back years. Most repairs are poor and don't last long. Will this problem be properly sorted out?

British Land has clearly said that they do not want to pay for a new "bus ramp" costing c £150,000 or so. Have you sorted that out with them? Because your design assumes closing the current bus entrance to CWM site.

"Rotherhithe Old Road narrowed to 3.2m wide two-way traffic lanes" Your existing traffic PCUs are c30% inaccurate. You have failed to model the junction for exit blocking at all and not adequately modelled for optimization calculations, and TfL make clear the weaknesses of their modelling when such substantial changes are made to roads and junctions. A lot of money is being poured into the Lower Road "Proposed public realm scheme adjacent to cycleway" adjacent to Osprey Estate however Lower Road PCUs are expected to fall substantially while PCU counts are expected to rise to extraordinary levels along Bush Road / Rotherhithe Old Road where there are not such grand "Proposed public realm scheme" adjacent to c22,000 to 30,000 polluting motor vehicles every day. British Land April/May 2018 data shows Saturdays to be very busy day on the roads and a traffic matching and exceeding what you decided was "peak". The failure to model Saturday traffic was a mistake. TfL show background traffic c20 to 22% and this is projected to get worse as more cars are used in outer London. TfL show stubborn car use and high level of taxi / PVH / uber growth. There is no evidence that the mode shift hoped for will occur and every indication that mode share will not change as expected.

How will cyclists from the Hawkstone Estate / West cycle down Cope Street to connect with CW4? It looks as though cyclists are expected to use the pedestrian pavement or cycling into the one way oncoming traffic. Have you removed the cycle lane provided? If so, why? Your key does not inform what the short dash lines either side of Cope street signify. You could close Cope Street to traffic and use it for pedestrians, cycling and parking for Lower Road traders and residents?

The plan shows that designers have not considered how to improve cycling along Rotherhithe Old Road / Bush Road, thought has not been given to safe routes from estates - where thousands live - to CW4. There are opportunities to provide routes through estates owned by LBS however these have not been utilised either. The whole proposal for this section lacks inspiration. There is no mention of using smart modern technology to improve journey times, waiting times for cyclists and pedestrians. Why have you ensured traffic flow along Hawkstone Road is reduced? You are required to reduce

traffic flow along Rotherhithe Old Road not Hawkstone Road. Keep this road two way because it will help reduce traffic along Rotherhithe New Road and Rotherhithe Old Road.

I strongly support Lower Road between Rotherhithe Old Road and Redriff Road becoming two-way working for buses and cycle only, and also the widened pedestrian crossing outside Surrey Quays Station.

Allow taxis

Comments and or suggestions

Supportive of taxi ban

I support taxis being banned from the bus and cycle area.

It should be made possible for cycles to turn from the cycleway onto the segregated two-way cycle track at the top of Hawkstone Road.

The cycle advance stop line at the end of Rotherhithe Old Road should have a cycle early release green light in the traffic light phasing, so that less experienced cyclists can have time to more easily join the segregated cycle tracks available at this junction.

The Surrey Quays Shopping Centre bus access really MUST be maintained for cyclists. Many people cycle from further south, such as Deptford or Lewisham to reach the amenities in the shopping centre and around Canada Water Station and the alternative route would be a major detour with traffic lights for no reason. This access to the car park can and should be maintained for cycle traffic.

Opposed to taxi ban

Why are licensed taxis being prohibited from the bus lane? I rely on them to get me to the osprey estate in my taxi card?

Taxis should be included

It should be buses cycles and licensed wheelchair accessible London taxicabs

Taxis need access to all roads Buses do

Disabled people need a choice

Taxis are the only door to door safest Wheelchair accessible public transport

They must have access to all roads

Where buses go taxis go

Taxis as part of the transport system in London should have the same access as buses and cycles

I would support this if it included Taxi's after all they are part of London's transport system. Your proposal will cost me more money to get home after finishing my work and take more time

Taxis allowed access

Leave it as it is. Or you will cause constant gridlock. WHERE BUSES GO TAXIS GO

Where buses go taxi should go too. They are part of the public transport system.

Need to have taxis access

Where buses go taxis go

Unless you allow Black taxis same access as buses on Lower Rd between Rotherhithe Old Rd and Redriff Rd. This would help save money and time for fare paying passengers.

Allow taxis!!

Taxis should be able to use route we are part of transport system

Allow taxi access

Need taxi access

Only 100 % wheelchair accessible mode of transport and you are looking to exclude?

Not very fair is it?

TFL TOTALLY FAILING LONDON
BLACK CABS NEED ALL ACCESS

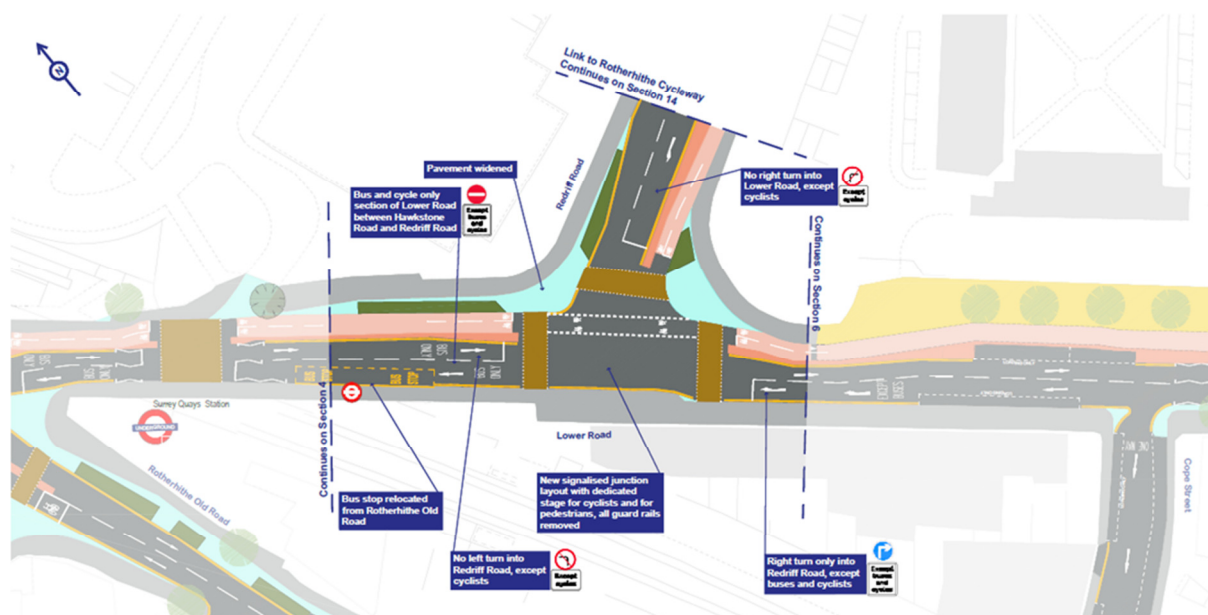
Why bus and cycle only? why are taxis being excluded? they have access to the bus lane now, why are you taking it away from them?

The only thing here that I oppose is London Taxis not having the same access as Buses, we are same as Buses, we pick up & transport passengers to & from their destination, we have wheelchair users who need access to all roads & junctions just like Buses, there seems to be an anti-Black cab agenda with these consultations & it needs to stop. We are just as important as Buses, we should have same access to roads & junctions as they do.

Licensed taxis should have access as well. Part of London transport, and making an area that is restrictive to disabled is wrong. Wheelchair users have enough trouble in busses clogged with buggy's.

must have taxi access
Allow taxis they are public transport and need access
Taxis to be allowed excess
It's important that Taxis have access to the same roads as Buses, if a member of the public for disability or health reasons has to use a Taxi for their transportation , it would discriminate against them
Licensed London taxis should be able to access all bus lanes.
Black taxi access is essential
Licensed Taxis must also be included.
You must allow taxi access, we ARE part of public transport and only part 100% disabled accessible
Licensed London taxis should be allowed access too, not every wheelchair user or elderly person wants to or able to take the bus
Taxi access must be maintained for any pedestrian who wants a choice of transport mode
Licensed Taxis need to have the same access as buses. Taxi's service the elderly and disabled in a way that buses cannot and to exclude Taxis we discriminate against them.
Fully wheelchair accessible Licensed London Taxis must be allowed on all routes , it is discriminatory to leave them out
There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination. This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.
Lack taxis should be able to use this as well as buses and cycles . We are a mode of transport for wheelchair users.
Allow taxis
Allow taxi access
taxis need access
My clients are hard of walking and need to get a taxi through here
Allow access for taxis
Access for taxi's
Taxis should be allowed on bus lanes
Allow taxi access
Must give accessibility to taxis, you will be denying the elderly and disabled a door to door service by these proposals
I use this route often to take passengers to and from the city to Greenwich and this is not acceptable as a Taxi driver.
Taxis must have access to the bus and cycle lane if they are included you have my full support for any plans around the area
Taxi access demanded
Include taxis
Access for taxis should be permitted.
Allow taxis and minicabs as well
Lower Road between Rotherhithe Old Road and Redriff Road should include taxis.
Please let licensed taxis have access to Lower Road between Rotherhithe Old Road and Redriff Road. Please don't stop access to Hawkstone Road from Rotherhithe Old Road. Please don't make Hawkstone Road one way.

Section 5. Lower Road / Redriff Road



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

Overall support but a little wary of the Rotherhithe Old Road Cycle connection which shows Cyclist sharing road with motorists, could there be more bicycle road signs painted to highlight this to drivers?

Strongly support segregated cycleway. Hope traffic will be carefully managed by lights between the cycleways. If the rail is being removed will there be clear signage warning people not to walk into the cycleway? I have been hit by pedestrians (NB not at a crossing, just walking out into the middle of the road without looking) more than cars on my bike.

The pollution around here really sets off my asthma. It smells horrible and leaves me feeling short of breath.

Please use a clearly different coloured tarmac marking the path of the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. At this junction it would also help direct and guide cyclists travelling on Lower Road to turn into the cycleway on Redriff Road.

Many times cyclists have observed people driving in segregated two way cycle tracks as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions.

Improve air quality

Comments and or suggestions

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a bus can access Redriff road, the diagram is very unclear, therefore if a bus can't get closer to Surrey Quays shopping centre than Lower Road it will have a significant impact on disabled people with mobility issues, possible Disability Discrimination and lack of consideration to PSED.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-

<p>existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.</p> <p>Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!</p>
<p>Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.</p> <p>Bus reliability is already struggling, and the proposal will make it even worse.</p> <p>Please keep lower road past surrey quays one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.</p>
Better for cyclists and air quality
Increased congestion & pollution
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Traffic lights slows traffic and steals time from residents, not to mention increased pollution and noise of engines idle! Stick with the roundabouts.
<p>I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.</p> <p>It will be a very inconvenient system and reduce my appetite to visit the area for business.</p> <p>I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.</p>
<p>Strongly support segregated cycleway. Hope traffic will be carefully manged by lights between the cycleways. If the rail is being removed will there be clear signage warning people not to walk into the cycleway? I have been hit by pedestrians (NB not at a crossing, just walking out into the middle of the road without looking) more than cars on my bike.</p> <p>The pollution around here really sets off my asthma. It smells horrible and leaves me feeling short of breath.</p>
More congestion more pollution feel sorry for the kids that have to walk to school

Crossing roads is easy and safe

Comments and or suggestions

<p>As raised earlier this will deter residents from accessing and the ability to shop as they do not have easy access to the shopping centre. As example school children who usually get off at Bush Road 47, 188 stop will have to get off at Surrey Quays and cross a main road to alight number 1 bus to go to school</p>
<p>I use the 188, 1, 47 buses a lot.</p> <p>Where you have put the replacement bus stop is a very bad place.</p> <p>The pavement is very narrow and very busy.</p> <p>Where are all the cyclists going to park?</p> <p>Your plan makes bus journey time worse on key routes like 188, 1 and 47 and this is very bad thing to do.</p> <p>Please make sure I do not have to wait more than 30 seconds at pedestrian crossings.</p> <p>Longer waits at crossings and longer bus journeys it all adds up.</p> <p>I am too scared to cycle and I don't think you have done enough to make cycling less scary when cycling not on the CW4. We will have to cycle through terrible traffic to join CW4.</p>
zebra crossings instead of pedestrian crossings.
Much improved for pedestrians and cyclists. Puts an end to multiple legs crossing the street, which is awesome.

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

Opposition to redriff road/Rotherhithe cycleway scheme

This plan would ruin the life of tens of thousands of Rotherhithe/Canada Water residents. Leading the traffic onto Redriff road would mean that one of the most residential areas of the city centre where many families have moved would become a commuter highway. Also, the extra distance travelled for motorists to get to Rotherhithe tunnel/to the city is counterintuitive.

Redriff Road cycle road is a waste of money, it does not lead to anywhere - no cyclists use this route.

I do not support any type of cycle lanes/junctions on Redriff Road - it will be a total waste of resources. Redriff Road is relatively traffic free and safe during the day.

do not support cycle lane junctions on the redriff road. It will be a waste of resources

There is not a lot of traffic on the redriff road (i know as I've lived there and use the road). It is also a safe road.

Other

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Support changes for buses cars and pedestrians but do not support cycle lane

This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.

Don't support and don't see benefit of road closures

Comments and or suggestions

Remove "No right turn into Lower Road, except cyclists" and allow right turn so traffic from Redriff Road can drive northbound along Lower Road passed the station and through to China Hall and north. This will reduce traffic "gyrating" around the new "gyratory" you propose where cars from Redriff Road will loop around Plough Way / Rotherhithe New Road / Rotherhithe Old Road and if they can cut across Lower Rd at Express Fish shop into Cope Street. You have not proposed any physical barrier to stop traffic cutting across the white hazard line ignoring the no right turn.

Remove "Bus and cycle only section of Lower Road between Hawkstone Road and Redriff Road" to allow two way traffic along Lower Road as provided for in CWAAP and comply with CWAAP policy and objective to reduce traffic along Rotherhithe Old Road.

Remove "No left turn into Redriff Road, except cyclists" and allow two way traffic over the Surrey Quays Road bridge to turn left into Redriff Road.

How long is the waiting time at the "New signalised junction layout with dedicated stage for cyclists and for pedestrians, all guard rails removed"? Please keep max wait to no more than 30secs and please use smart modern technology to ensure pedestrians and cyclists can cross quickly and efficiently and so there time is not wasted. The economic cost of people wasting time waiting is huge.

Easy and safe to cycle

Comments and or suggestions

the entry into redriff road for cyclist coming from lower road from the left (left turn from lower road into redriff road) seems very narrow given it is a two-way cycle lane. The traffic island is needed but the it leave more space to get in.

Cyclists will be at risk turning right into Lower Road crossing traffic.

Much improved for pedestrians and cyclists. Puts an end to multiple legs crossing the street, which is awesome.

I'm highly supporting this plan. I cycle there every day and I find this one way road as the most risky part of my journey.

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

Keeping the cyclist segregated and easier for my wife l/children to cycle the route as they would otherwise be very vulnerable to vehicles.

Better for cyclists and air quality

Having cycled along this route daily for the past two years, I witness regular issues with vehicles failing

to indicate whilst turning left in to Redriff Road , creating serious safety issues for cyclists. This proposal would greatly improve cycle safety in the area.
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Need my children to be able to cycle safely here!
As with the last section, this makes it safer for cyclists at these two junctions either side of Surrey Quays station.
Very important to improve safety for cyclists and reduce the risk from cars.
The current situation around Surrey quays station is very unsafe for cyclists. It's one of the points that made me stop cycling into the city for work
Positive for safety of cycling in the area. Thanks

Filtered/closed/pedestrianised roads and stop rat runs
Comments and or suggestions
Support for proposed bus/cycle only filter and banned turns
bus and bike only section very positive.
Again I really like how it is only cyclists and buses on this section. This will improve the conditions for cyclists, public transport users and pedestrians. I like how the two-way cycleway links up with the two-way cycleway on Redriff Road as well as further along Lower Road.
Disagree with proposed bus/cycle only filter and banned turns
Again there are issues with this proposal as follows: 1) the semi pedestrian zone outside Surrey Quays station on lower road, is effectively non-existent due to buses and cycles passing through this area. 2) traffic that comes from Greenwich/Deptford, if it hasn't turned off is forced onto the peninsular, so causing more traffic through Canada Water. This could also become a rat run.
Disagree with restrictions on lower road and red riff road with the bus and cycle only section. I will live in the area and need to come in and out via red riff road - this will make it worse than it is now. Strongly disagree with the whole idea. If you have to do it should open up two directions with right and left turns for all vehicles managed used traffic lights.
The connection between Lower Road and Rotherhithe Old Road through Copland Road does not make sense. You will not let cars turn right but to left only. So they will be going in the circle from Lower Rd to Rotherhithe Old Rd back to Bestwood St. Then to get from Lower Rd to Redriff Rd seems quite complicated and will cause a lot of congestion there. I don't see how the two way road and new road restrictions will benefit the public.
See comments on section 4. Access to Redriff road is extremely reduced. I live further along this road and am unsure how I will get to my house in an efficient way when coming from the north. Is the idea to route more traffic through the peninsular? Or through new gridlock past Canada Water station? I suggest the cycle and bus only strip is abandoned and the left hand turn from Lower Road into Redriff Road is retained. How do you expect residents to get to their homes?
Remove "No right turn into Lower Road, except cyclists" and allow right turn so traffic from Redriff Road can drive northbound along Lower Road passed the station and through to China Hall and north. This will reduce traffic "gyrating" around the new "gyratory" you propose where cars from Redriff Road will loop around Plough Way / Rotherhithe New Road / Rotherhithe Old Road and if they can cut across Lower Rd at Express Fish shop into Cope Street. You have not proposed any physical barrier to stop traffic cutting across the white hazard line ignoring the no right turn. Remove "Bus and cycle only section of Lower Road between Hawkstone Road and Redriff Road" to allow two way traffic along Lower Road as provided for in CWAAP and comply with CWAAP policy and objective to reduce traffic along Rotherhithe Old Road. Remove "No left turn into Redriff Road, except cyclists" and allow two way traffic over the Surrey Quays Road bridge to turn left into Redriff Road. How long is the waiting time at the "New signalised junction layout with dedicated stage for cyclists and for pedestrians, all guard rails removed"? Please keep max wait to no more than 30secs and please use smart modern technology to ensure pedestrians and cyclists can cross quickly and efficiently and so there time is not wasted. The economic cost of people wasting time waiting is huge.
I do not support two-way system as this will lead to a great increase to car driving times, pollution (due

to vehicles remaining idle for longer) and distance travelled.
It will be a very inconvenient system and reduce my appetite to visit the area for business.
I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

It is ridiculous to make this section buses and cycle only. It will create a bottle neck.

I don't agree with restriction to access for vehicle

Freight/deliveries management (off street/ reduce/ timing)

Comments and or suggestions

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Greenery & green open space

Comments and or suggestions

Could there be trees planted between the bus and cycle lanes to improve air quality?

The planting is important - do not 'value engineer' it away please

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

Improve signalling and safety for cyclists/pedestrians

This interchange will work best if timings favour pedestrians and cyclists over cars moving between Lower Road and Redriff Road.

Release cyclists first to go straight on, before road traffic is released to turn left up Redriff road please

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

Please make the cycle green lights frequent enough, so that there is no temptation to cut through on a red light. The length of each green light can be short, but the frequency is what kills the effectiveness of some cycleways.

Strongly support segregated cycleway. Hope traffic will be carefully managed by lights between the cycleways. If the rail is being removed will there be clear signage warning people not to walk into the cycleway? I have been hit by pedestrians (NB not at a crossing, just walking out into the middle of the road without looking) more than cars on my bike.

The pollution around here really sets off my asthma. It smells horrible and leaves me feeling short of breath.

Remove "No right turn into Lower Road, except cyclists" and allow right turn so traffic from Redriff Road can drive northbound along Lower Road passed the station and through to China Hall and north. This will reduce traffic "gyrating" around the new "gyratory" you propose where cars from Redriff Road will loop around Plough Way / Rotherhithe New Road / Rotherhithe Old Road and if they can cut across Lower Rd at Express Fish shop into Cope Street. You have not proposed any physical barrier to stop traffic cutting across the white hazard line ignoring the no right turn.

Remove "Bus and cycle only section of Lower Road between Hawkstone Road and Redriff Road" to allow two way traffic along Lower Road as provided for in CWAAP and comply with CWAAP policy and objective to reduce traffic along Rotherhithe Old Road.

Remove "No left turn into Redriff Road, except cyclists" and allow two way traffic over the Surrey Quays Road bridge to turn left into Redriff Road.

How long is the waiting time at the "New signalised junction layout with dedicated stage for cyclists and for pedestrians, all guard rails removed"? Please keep max wait to no more than 30secs and please use smart modern technology to ensure pedestrians and cyclists can cross quickly and efficiently and so there time is not wasted. The economic cost of people wasting time waiting is huge.

Ensure left turn for cyclists from Lower Road onto Rotherhithe Old Road

Provide a direct two-way link between the Redriff Road and Lower Road cycleway at the eastern corner of the junction outside the signal cycle, across the extended pavement. This would greatly improve travel times for cycling and the risk is that cyclists would use the pavement anyway to avoid waiting at the traffic signal (most likely with a long cycle and long waiting times).

Additionally, there are three signalised junctions or crossings on the Cycleway between Redriff Road and Lower Road, two of which are complex junctions with long traffic signal cycles and one a pedestrian crossing, potentially with a high pedestrian flow connecting the Canada Water masterplan and Surrey Quay station. There is a risk of queuing cyclists occupying the length of the Cycleway if green times for the Cycleway are not coordinated. Coordination of the traffic signals with a cycling green wave should be considered.

Disagree with banned movements

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a bus can access Redriff road, the diagram is very unclear, therefore if a bus can't get closer to Surrey Quays shopping centre than Lower Road it will have a significant impact on disabled people with mobility issues, possible Disability Discrimination and lack of consideration to PSED.

I repeat points I made in the previous section, emphasising that directing traffic to right into Redriff Road will cause a severe increase in the volume driving around the Rotherhithe Peninsula.

Disagree with restrictions on lower road and red riff road with the bus and cycle only section. I will live in the area and need to come in and out via red riff road - this will make it worse than it is now. Strongly disagree with the whole idea. If you have to do it should open up two directions with right and left turns for all vehicles managed used traffic lights.

Traffic from Surrey Quays Shopping Centre for Plough Way and all points beyond will be prejudiced by this action. The left turn into Plough Way should be maintained, and bicycles / cars at junction should be controlled by the current lights.

Other

Again I really like how it is only cyclists and buses on this section. This will improve the conditions for cyclists, public transport users and pedestrians. I like how the two-way cycleway links up with the two-way cycleway on Redriff Road as well as further along Lower Road.

Traffic lights slows traffic and steals time from residents, not to mention increased pollution and noise of engines idle! Stick with the roundabouts.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable

solution!

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Cannot see the benefit to public transport

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.
Bus reliability is already struggling, and the proposal will make it even worse.
Please keep lower road past surrey quays one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

This will increase traffic congestion & will not improve bus journey times.

As raised earlier this will deter residents from accessing and the ability to shop as they do not have easy access to the shopping centre. As example school children who usually get off at Bush Road 47, 188 stop will have to get off at Surrey Quays and cross a main road to alight number 1 bus to go to school

I use the 188, 1, 47 buses a lot.
Where you have put the replacement bus stop is a very bad place.
The pavement is very narrow and very busy.
Where are all the cyclists going to park?
Your plan makes bus journey time worse on key routes like 188, 1 and 47 and this is very bad thing to do.
Please make sure I do not have to wait more than 30 seconds at pedestrian crossings.
Longer waits at crossings and longer bus journeys it all adds up.
I am too scared to cycle and I don't think you have done enough to make cycling less scary when cycling not on the CW4. We will have to cycle through terrible traffic to join CW4.

This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.

Appreciates effects that the design will have on public transport

Good to see buses prioritised over cars!

Not clear if cycleway and pavement will be separated by more than just paint.

Strongly support relocation of bus stop onto Lower Road

Bus stop closer to the station will be good for those with limited mobility.
I travel by bike and one of the scariest parts of my journey home is going south along lower road and having to negotiate the junction outside surrey quays stations (Lower road between Hawkstone road and Redriff road). As a cyclist you either have people very close passing or driving onto the cycle 'path' drawn on the road or people overtaking you on the right and then cutting in front to get to the left lane. These changes will make a huge difference to my safety and feelings of safety as I travel on this route and I strongly agree with the need to improve the cycle infrastructure at this junction.

Less congestion - Improved traffic flow

Comments and or suggestions

Scheme will only worsen traffic conditions

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a bus can access Redriff road, the diagram is very unclear, therefore if a bus can't get closer to Surrey Quays shopping centre than Lower Road it will have a significant impact on disabled people with mobility issues, possible Disability Discrimination and lack of consideration to PSED.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep lower road past surrey quays one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

The connection between Lower Road and Rotherhithe Old Road through Copland Road does not make sense. You will not let cars turn right but to left only. So they will be going in the circle from Lower Rd to Rotherhithe Old Rd back to Bestwood St. Then to get from Lower Rd to Redriff Rd seems quite complicated and will cause a lot of congestion there. I don't see how the two way road and new road restrictions will benefit the public.

See comments on section 4. Access to Redriff road is extremely reduced. I live further along this road and am unsure how I will get to my house in an efficient way when coming from the north. Is the idea to route more traffic through the peninsular? Or through new gridlock past Canada Water station? I suggest the cycle and bus only strip is abandoned and the left hand turn from Lower Road into Redriff Road is retained. How do you expect residents to get to their homes?

Remove "No right turn into Lower Road, except cyclists" and allow right turn so traffic from Redriff Road can drive northbound along Lower Road passed the station and through to China Hall and north. This will reduce traffic "gyrating" around the new "gyratory" you propose where cars from Redriff Road will loop around Plough Way / Rotherhithe New Road / Rotherhithe Old Road and if they can cut across Lower Rd at Express Fish shop into Cope Street. You have not proposed any physical barrier to stop traffic cutting across the white hazard line ignoring the no right turn. Remove "Bus and cycle only section of Lower Road between Hawkstone Road and Redriff Road" to allow two way traffic along Lower Road as provided for in CWAAP and comply with CWAAP policy and objective to reduce traffic along Rotherhithe Old Road. Remove "No left turn into Redriff Road, except cyclists" and allow two way traffic over the Surrey Quays Road bridge to turn left into Redriff Road. How long is the waiting time at the "New signalised junction layout with dedicated stage for cyclists and for pedestrians, all guard rails removed"? Please keep max wait to no more than 30secs and please use smart modern technology to ensure pedestrians and cyclists can cross quickly and efficiently and so there time is not wasted. The economic cost of people wasting time waiting is huge.

Will lead to traffic chaos

This is madness , this Road is a major thoroughfare for vehicles going to Kent, you'll create chaos
Congestion

Shutting off traffic will lead to congestion in the area overall

Increased congestion & pollution

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

This will increase traffic congestion & will not improve bus journey times.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually,

please follow your own lead on that at the very least.
It is ridiculous to make this section buses and cycle only. It will create a bottle neck.
More congestion more pollution feel sorry for the kids that have to walk to school
This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.

Less overcrowding

Comments and or suggestions

Again there are issues with this proposal as follows:

- 1) the semi pedestrian zone outside Surrey Quays station on lower road, is effectively non-existent due to buses and cycles passing through this area.
- 2) traffic that comes from Greenwich/Deptford, if it hasn't turned off is forced onto the peninsular, so causing more traffic through Canada Water. This could also become a rat run.

More and safer cycle infrastructure/ routes

Comments and or suggestions

Agree with proposed improvements to cycle infrastructure

Great to see segregated continental style cycle lanes

2-way cycle/continuation of Cycle Superhighway 4 is a must.

These changes Cycling Two-way segregated cycle route along north-east side of Lower Road Cycle connection provided into Redriff Road allowing connection to Hawkstone Road (see also section 4) connecting to the Rotherhithe cycleway connection will make it safer for cyclists

More safe and direct cycling infrastructure pls

Bus stop closer to the station will be good for those with limited mobility.

I travel by bike and one of the scariest parts of my journey home is going south along lower road and having to negotiate the junction outside surrey quays stations (Lower road between Hawkstone road and Redriff road). As a cyclist you either have people very close passing or driving onto the cycle 'path' drawn on the road or people overtaking you on the right and then cutting in front to get to the left lane. These changes will make a huge difference to my safety and feelings of safety as I travel on this route and I strongly agree with the need to improve the cycle infrastructure at this junction.

Suggestions to improve cycle infrastructure

I use the 188, 1, 47 buses a lot.

Where you have put the replacement bus stop is a very bad place.

The pavement is very narrow and very busy.

Where are all the cyclists going to park?

Your plan makes bus journey time worse on key routes like 188, 1 and 47 and this is very bad thing to do.

Please make sure I do not have to wait more than 30 seconds at pedestrian crossings.

Longer waits at crossings and longer bus journeys it all adds up.

I am too scared to cycle and I don't think you have done enough to make cycling less scary when cycling not on the CW4. We will have to cycle through terrible traffic to join CW4.

Bicycle parking facilities on the high street are currently very few, and they will be even fewer if the railings are removed. Are you going to provide additional ones?

The routing of Rotherhithe Cycleway is poor - a better routing would be Lower Road=> Plough Way => Sweden Gate => Rope Street => South Sea Street => Finland Street => Bonding Yard Walk => Rotherhithe Street.

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-

existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Overall support but a little wary of the Rotherhithe Old Road Cycle connection which shows Cyclist sharing road with motorists, could there be more bicycle road signs painted to highlight this to drivers?

Noise reductions

Comments and or suggestions

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Other

Comments and or suggestions

the 'stub' cycleway up Redriff Road is pointless. the roads are already quiet enough for cyclists to share existing infrastructure.

it would make more sense to route Cycleway 4 around the peninsula rather than down Lower Road.

Make lower road fully two way traffic

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Much improved for pedestrians and cyclists. Puts an end to multiple legs crossing the street, which is awesome.

Again I really like how it is only cyclists and buses on this section. This will improve the conditions for cyclists, public transport users and pedestrians. I like how the two-way cycleway links up with the two-way cycleway on Redriff Road as well as further along Lower Road.

This will be better for cyclists and pedestrians

Promote local economy

Comments and or suggestions

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

As raised earlier this will deter residents from accessing and the ability to shop as they do not have easy access to the shopping centre. As example school children who usually get off at Bush Road 47, 188 stop will have to get off at Surrey Quays and cross a main road to alight number 1 bus to go to school

Safety

Comments and or suggestions

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a bus can access Redriff road,

the diagram is very unclear, therefore if a bus can't get closer to Surrey Quays shopping centre than Lower Road it will have a significant impact on disabled people with mobility issues, possible Disability Discrimination and lack of consideration to PSED.

This was tried many years ago and failed as being very dangerous - taking into consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

Are buses not a danger ?

Please use a clearly different coloured tarmac marking the path of the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. At this junction it would also help direct and guide cyclists travelling on Lower Road to turn into the cycleway on Redriff Road.

Many times cyclists have observed people driving in segregated two way cycle tracks as it is the same colour as the general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions.

As a cyclist I commute this way and these plans would provide safety for all road users

School street

Comments and or suggestions

More congestion more pollution feel sorry for the kids that have to walk to school

Segregated space for walking, cycling & driving

Comments and or suggestions

Please use a clearly different coloured tarmac marking the path of the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. At this junction it would also help direct and guide cyclists travelling on Lower Road to turn into the cycleway on Redriff Road.

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Segregation between cyclist and pedestrians

Comments and or suggestions

Strongly support segregated cycleway. Hope traffic will be carefully managed by lights between the cycleways. If the rail is being removed will there be clear signage warning people not to walk into the cycleway? I have been hit by pedestrians (NB not at a crossing, just walking out into the middle of the road without looking) more than cars on my bike.

The pollution around here really sets off my asthma. It smells horrible and leaves me feeling short of breath.

Not clear if cycleway and pavement will be separated by more than just paint.

Strongly support relocation of bus stop onto Lower Road

Traffic reduction

Comments and or suggestions

Again will cause more traffic in the area And again why are London taxis excluded

Anyway these plans have been approved there is now more traffic

This is madness , this Road is a major thoroughfare for vehicles going to Kent, you'll create chaos
I repeat points I made in the previous section, emphasising that directing traffic to right into Redriff Road will cause a severe increase in the volume driving around the Rotherhithe Peninsula.
Again there are issues with this proposal as follows: 1) the semi pedestrian zone outside Surrey Quays station on lower road, is effectively non-existent due to buses and cycles passing through this area. 2) traffic that comes from Greenwich/Deptford, if it hasn't turned off is forced onto the peninsular, so causing more traffic through Canada Water. This could also become a rat run.
This plan would ruin the life of tens of thousands of Rotherhithe/Canada Water residents. Leading the traffic onto Redriff road would mean that one of the most residential areas of the city centre where many families have moved would become a commuter highway. Also, the extra distance travelled for motorists to get to Rotherhithe tunnel/to the city is counterintuitive. Redriff Road cycle road is a waste of money, it does not lead to anywhere - no cyclists use this route.
I believe this plan will increase car and commercial traffic along Redriff Road/ Salter Road considerably as cars try to avoid the new system and take a 'short cut'. This has happened if there are any traffic problems along Lower Road above Redriff Road.

Accessible for all
Comments and or suggestions
Improve bus access for those with mobility issues
This proposed configuration will cause excessive traffic in the area due to the effective halving of the available road space - it will also mean that people wishing to travel by bus to Surrey Quays Shopping Centre will face a much longer walk on an incline - something which will severely impact people who are not physically as mobile to travel to the shopping centre. Overall, this is a very poor proposal for people who rely on public transport.
This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a bus can access Redriff road, the diagram is very unclear, therefore if a bus can't get closer to Surrey Quays shopping centre than Lower Road it will have a significant impact on disabled people with mobility issues, possible Disability Discrimination and lack of consideration to PSED.
Bus stop closer to the station will be good for those with limited mobility. I travel by bike and one of the scariest parts of my journey home is going south along lower road and having to negotiate the junction outside surrey quays stations (Lower road between Hawkstone road and Redriff road). As a cyclist you either have people very close passing or driving onto the cycle 'path' drawn on the road or people overtaking you on the right and then cutting in front to get to the left lane. These changes will make a huge difference to my safety and feelings of safety as I travel on this route and I strongly agree with the need to improve the cycle infrastructure at this junction.
Permit taxis for those with mobility issues
As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.
Taxi users, importantly disabled persons who rely on taxis, will be disadvantaged financially by the restrictions at this point. I would ask that the lane permits the passage of cycles, buses and taxis
Yes I am a taxi driver and I often take disabled passengers along this route why is this only for buses and cycles??
Taxis are wheelchair accessible transport and therefore need to access the homes and commercial properties along this route
Please allow Taxis as I use them for health reasons.
Same as last response regarding taxi access and access for disabled people, and people who don't want to ride a standing room only bus. Or cycle in the rain.
Taxis should have access to the same roads as buses , a Taxi is the only form of transport some members of the public with disability's can access
Black Taxis to be given access as I am a wheel chair user.
Taxi should be allow as they are 100% disability friendly.
Taxi access is required especially for disabled people

Buses and cycles only - why? Don't disabled people deserve a service
Allow access to taxis for wheelchairs passengers & avoid high costs due to no access
It would be ideal for taxis to have access as they are part of public transport and are vital in transporting those less able
Licenced Taxis should be included in any Bus lane. Licenced Taxis provide a service to the elderly and disabled that buses cannot. To exclude Taxis would be discriminating against elderly and disabled residents.
My mum is disabled and she needs access to her home via black taxi
Taxis should not be discriminated against because they're the only 24/7 service that caters for the disabled and vulnerable in our society. I have to remind Southwark council you have to stay within the law when it comes to disabled/ vulnerable people.
There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination. This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.
London taxis must be given access to prevent discrimination against the disabled and elderly
My clients are hard of walking and need to get taxis through here
Taxis must have access to bus and cycle lanes in the area there are relied on massively by me and my family with buggy's
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

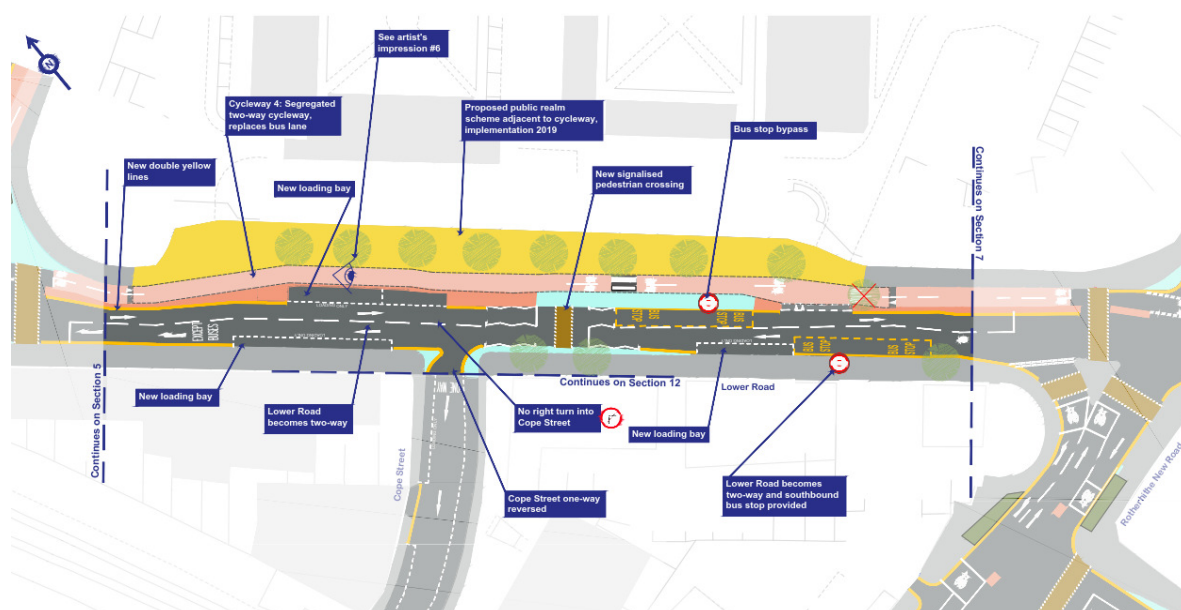
Wider and well-maintained pavements/walking routes
Comments and or suggestions
This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged, they are already dangerous and overcrowded. Not sure how a bus can access Redriff road, the diagram is very unclear, therefore if a bus can't get closer to Surrey Quays shopping centre than Lower Road it will have a significant impact on disabled people with mobility issues, possible Disability Discrimination and lack of consideration to PSED.
Widening of the pavement is unnecessary
I use the 188, 1, 47 buses a lot. Where you have put the replacement bus stop is a very bad place. The pavement is very narrow and very busy. Where are all the cyclists going to park? Your plan makes bus journey time worse on key routes like 188, 1 and 47 and this is very bad thing to do. Please make sure I do not have to wait more than 30 seconds at pedestrian crossings. Longer waits at crossings and longer bus journeys it all adds up. I am too scared to cycle and I don't think you have done enough to make cycling less scary when cycling not on the CW4. We will have to cycle through terrible traffic to join CW4. I particularly support the widening of the pavements.

Allow taxi access
Comments and or suggestions
Taxis also allowed for disabled passengers
Taxis should go where buses go

Taxis should be included in access to all roads because they are the safest Wheelchair Accessible public transport
As a London council you have a duty to the elderly and disabled in inclusivity
Where buses go, taxis go.
Again will cause more traffic in the area And again why are London taxis excluded
Taxis allowed access
WHERE BUSES GO TAXIS GO
Where buses go taxi should go too. They are part of the public transport system
Need to have full licensed taxis access
Where buses go taxis go
Taxi users, importantly disabled persons who rely on taxis, will be disadvantaged financially by the restrictions at this point. I would ask that the lane permits the passage of cycles, buses and taxis
Allow taxis!!
Yes I am a taxi driver and I often take disabled passengers along this route why is this only for buses and cycles??
Allow taxi access
TFL TOTALLY FAILING London
BLACK CABS NEED ALL ACCESS
Licensed Taxi should also be allowed access
Allow Taxi access!!!
Yes please allow London black taxis to use the bus lane as well as they are part of TfL
I rely on taxi journeys using my taxi card. this will have a huge impact on my journey times. why are you stopping taxis which can use bus lanes from accessing this wide stretch of road as buses do?
Why are you excluding taxis?!?!? Taxis MUST be allowed access
Taxis are wheelchair accessible transport and therefore need to access the homes and commercial properties along this route
Lower Road between Rotherhithe Old Road and Redriff Road becomes two-way working for buses and cycles and TAXIS!!!!
Again, why are taxis not allowed access? why are private company buses allowed, but not taxis?!?!?
Black taxis should be included
Taxi should also be allowed.
Same comment as before, just against London Taxis from being exempt from access to roads & junctions. We should have same access as Buses.
Please allow Taxis as I use them for health reasons.
Same as last response regarding taxi access and access for disabled people, and people who don't want to ride a standing room only bus. Or cycle in the rain.
Taxis should have access if busses do.
needs taxi access
Allow access in Lower Road for Licensed Taxis
Allow taxis they are public transport and need access
Access for Licensed London Taxis
Taxis should have access to the same roads as buses , a Taxi is the only form of transport some members of the public with disability's can access
Black Taxis to be given access as I am a wheel chair user.
Taxi should be allow as they are 100% disability friendly.
Taxi access is required especially for disabled people
Please allow Taxi access.
Licensed London taxis should be able to access all bus lanes.
Black taxi access is essential
Licensed taxis must also be included.
Buses and cycles only - why? Don't disabled people deserve a service
Allow taxi access
Taxi access needed
Must give access to taxis
Allow access to taxis for wheelchairs passengers & avoid high costs due to no access

Why are licensed taxis not allowed in bus lanes as they are elsewhere in London?
Taxis must be able to drive through this section . Thank you.
It would be ideal for taxis to have access as they are part of public transport and are vital in transporting those less able
Taxi access must be maintained for any pedestrian who wants a choice of transport mode
Licensed Taxis should be included in any Bus lane. Licensed Taxis provide a service to the elderly and disabled that buses cannot. To exclude Taxis would be discriminating against elderly and disabled residents.
My mum is disabled and she needs access to her home via black taxi
Taxis should not be discriminated against because they're the only 24/7 service that caters for the disabled and vulnerable in our society. I have to remind Southwark council you have to stay within the law when it comes to disabled/ vulnerable people.
There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination. This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.
Taxis should be included as they are the only public vehicle that can be stopped/hailed and asked to go anywhere
Taxis should be able to use the road as well as buses and cycles
Allow taxis
London taxis must be given access to prevent discrimination against the disabled and elderly
Black cabs should have access too
taxis need access
My clients are hard of walking and need to get taxis through here
Allow access to taxis
Access for taxi's
Allow taxi access to 2 way traffic
As part of the public transportation infrastructure taxis should be allowed access
I have no problem with the new signals, but it has to allow access to London Taxis.
Taxis must have access to bus and cycle lanes in the area there are relied on massively by me and my family with buggy's
Taxi access demanded
Make that section Available for taxis as well.
Include taxis
Access for taxis should be permitted. Support other proposals.
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.
Lower Road between Rotherhithe Old Road and Redriff Road should include taxis.
Please let licensed taxis have access to Lower Road between Redriff Road and Rotherhithe Old Road.

Section 6. Lower Road (between Redriff Road and Plough Way)



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

Very happy the segregated cycleway will not have buses pulling in and out. I have been nearly squashed by buses so many times, even taking huge precautions. They often overtake and pull in immediately after which is so dangerous.

This is near where someone cycling was killed so really happy to see these changes being implemented. It will make me much more likely to cycle which will reduce pressure on the overground and underground.

Happy with the improved pedestrian crossings.

Very happy for the double yellow lines to be introduced.

Please make sure there is plenty of signage to make sure pedestrians don't walk into the cycleway without looking.

Improve air quality

Comments and or suggestions

Scheme appears to improve air quality

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Two-way traffic/narrowed roads will worsen air quality

This will cut down a tree while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution laws. There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.

The pavements need to be enlarged on both sides of the street, they are already dangerous and

overcrowded and cannot safely accommodate a bus stop/shelter on the pavement which has not been increased in width. Looking at your own schematic, it would also seem to indicate the road is not wide enough to accommodate two lanes where the bus stop is located. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this?

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Again. Use average speed cameras to enforce 20 mph. Reducing road size increases congestion and increases pollution. People from south east England commute through Rotherhithe. That's not going to change. Best to keep flow as good as possible,

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

Again reduction in road space will generate more traffic and pollution

Increased congestion & pollution

Utterly opposed to two way traffic on lower road - increase in pollution, noise and more dangerous driving on surrounding streets

Crossing roads is easy and safe

Comments and or suggestions

Improve crossing facilities for cyclists and visibility at zebra crossing

I can't wait for this nasty bit of road to be made safe!

I would however suggest you think about where the mini zebra crossings are located. Please don't let trees, lampposts, signs etc block the sight line of pedestrians or cyclists when using the crossings. Also don't forget to put a gap in the cycletrack kerb line to provide access to Cope Street. AND finally while you're doing these great improvements, why not also add more trees?

Can we add more trees and cycle parking? If could ensure trees and street furniture don't obstruct the view to spot pedestrians crossing the cycle track that would great. Even better if there is space provided for cyclists wanting to access Cope Street.

Please consider locations of mini zebra crossings. Line of sight needs to be maintained so that trees or street furniture do not obstruct it.

This section is a great place to provide more trees and cycle parking.

Provide a gap in the cycle track kerb to provide access to Cope Street.

Please consider where the mini zebras are located so that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Please also consider including a gap in the cycletrack kerb line to provide access to Cope Street

This would also be a good opportunity to add more cycle parking.
Please consider where the mini zebras are located. Please ensure trees or street furniture do not obstruct the sightline of people on foot or cycling when using the crossings. Please add more cycle parking - including wider spaced racks for families/other groups and for cycles that are not simply of the one wheel in front of the other construction. Please put a gap in the cycletrack kerb line to provide access to Cope Street.
Please consider where the mini zebras are located so that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Needs a gap in the cycletrack kerb line to provide access to Cope Street
Please consider sightlines when deciding where the mini zebras are located so that trees or other street furniture do not obstruct the sight line of people on foot or cycling when using the crossings. Please also consider adding more trees and more cycle parking plus a gap in the cycletrack kerb line to provide access to Cope Street
significant risk of injury for pedestrians trying to access bus stop having to try and cross across the cycleway. No parking facilities for local shops including chemist. Cycleway directly in front of a large public house.
Please consider where the mini zebras are located. Such that trees or other street furniture do not obstruct the sight line of people on foot or cycling when using the crossings.
The two-way working on Lower Road is welcome. It is recommended that the new signalised pedestrian crossing is raised to encourage compliance with the 20mph speed limits.
Even more plants and trees to make it greener. As long as they don't block pedestrians/ cyclists site in places where they cross
Consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Great opportunity in the public realm scheme to add further trees and more cycle parking. A gap in the cycletrack kerb line to provide access to Cope Street
consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings
I ask you to consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. This is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Further trees and more cycle parking to add to public realm.
Mini zebra crossings should be located so that trees and other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Also good opportunity to add further trees and more cycle parking. And a gap in the cycletrack kerb line to provide access to Cope Street. Thank you!
Mini zebra crossings should be located so that trees and other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Also good opportunity to add further trees and more cycle parking. And a gap in the cycletrack kerb line to provide access to Cope Street. Thank you!
Please consider where the mini zebras are located to avoid trees or other street furniture obstruct the sight line of people on foot or cycling when using the crossings. It would be great to add further trees and more cycle parking.
you should consider where mini zebras are located so that the trees do not overtake the view.
Consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Add further trees and more cycle parking! Need a gap in the cycletrack kerb line to provide access to Cope Street
Strongly support and ask you consider where the mini zebras are located. Such that trees or other street furniture do not obstruct the sight line of people on foot or cycling when using the crossings. I also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street
Cycle access from the cycleway to Cope Road and the shops on the western side of Lower Road

should be maintained, so the pedestrian crossing north of the bus stops should be made a toucan crossing for this purpose.
Please could you give careful consideration to the location of mini zebra crossings to ensure trees or street furniture does not obstruct the sight line of people on foot or cycling when using them. Can I also suggest you add more trees and more cycle parking. Lastly please provide a gap in the cycletrack kerb line to provide access to Cope Street
Can you consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. We also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. We also suggest people ask for a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. This is a good opportunity in the public realm scheme to add further trees and more cycle parking. A gap in the cycletrack kerb line to provide access to Cope Street would be good.
We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street .
Can the position on street furniture and zebra crossings be consider to keep good sight lines and can some of the freed up space be used for increased cycle parking
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. I think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. Could we add a gap in the cycletrack kerb line to provide access to Cope Street?
We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street
The cycleway zebra crossing should be positioned such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Ideally it should be very near the pedestrian road crossing. There is sufficient space in this area to add further cycle parking. There should be a ramp from the cycleway to the carriageway to provide access to Cope Street .
Other
artists-impression-6.jpg is shocking in that it shows zero provision for pedestrians crossing Cope Street between Express Fish Bar (No160) and the chemists (No162). It also shows no provision for cycle lane or way for cyclist to connect with CW4 from Cope Street. The design looks as though "we don't care, we're not interested" and turns its back on the West. Again, and residents groups have warned about that for a decade. How does this happen? Truly appalling. The artists impression / drawings don't show a bus shelter and this need to be full size and not the narrow version, and you need to provide adequate space for wheelchair manoeuvring and queues of people. No bus shelter is shown outside No188/182 Lower Road either. How will you provide a full size proper bus stop here and maintain the pavement width?
zebra crossing instead of pedestrian crossing
Very happy the segregated cycleway will not have buses pulling in and out. I have been nearly squashed by buses so many times, even taking huge precautions. They often overtake and pull in immediately after which is so dangerous. This is near where someone cycling was killed so really happy to see these changes being implemented. It will make me much more likely to cycle which will reduce pressure on the overground and underground. Happy with the improved pedestrian crossings. Very happy for the double yellow lines to be introduced. Please make sure there is plenty of signage to make sure pedestrians don't walk into the cycleway without looking.
The additional pedestrian crossing is well needed. Current layout makes crossing to shops much more difficult than it should be.

I like the new public realm and the crossing south of Cope Street is really useful as it is very hard to cross this part of Lower Road currently.

Discourage car ownership and usage

Comments and or suggestions

Better for cycling and would lead to reduced capacity on the road promoting further cycling

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Hopefully this will also act to calm traffic on this section - cars drive very aggressively here. I have been knocked off my bike a few times in this section

Easy and safe to cycle

Comments and or suggestions

Supports proposed cycle infrastructure

I'm highly supporting this plan. I cycle there every day I find this one way road as the most risky part of my journey.

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

Keeping the cyclist segregated and easier for my wife /children to cycle the route as they would otherwise be very vulnerable to vehicles.

Better for cycling and would lead to reduced capacity on the road promoting further cycling

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Very happy the segregated cycleway will not have buses pulling in and out. I have been nearly squashed by buses so many times, even taking huge precautions. They often overtake and pull in immediately after which is so dangerous.

This is near where someone cycling was killed so really happy to see these changes being implemented. It will make me much more likely to cycle which will reduce pressure on the overground and underground.

Happy with the improved pedestrian crossings.

Very happy for the double yellow lines to be introduced.

Please make sure there is plenty of signage to make sure pedestrians don't walk into the cycleway without looking.

Nice to see lots of trees and public realm works. Segregated cycle lane much needed for better safety!

Need my children to be able to cycle safely here!
These changes Two-way segregated cycleway along north-east side of Lower Road will make it safer for cyclists.
Very important to improve safety for cyclists and reduce the risk from cars.
Hopefully this will also act to calm traffic on this section - cars drive very aggressively here. I have been knocked off my bike a few times in this section
Other
Stopping a cycleway for vehicle loading is unacceptable and will put cyclists in extreme danger. It is also likely that vehicles will see this as an opportunity to park all over the cycle lanes too. This is not good enough.
Does the curb between the new loading bay on the north side and the segregated cycleway need to be widened a little else vans could end up 'dooring' cyclists?

Enjoyable environment
Comments and or suggestions
This is a busy stretch of road and I think the protected cycleway and improved public realm will make life much better for pedestrians.
Like the new public realm and the tree planting is a very nice idea.

Filtered/closed/pedestrianised roads and stop rat runs
Comments and or suggestions
I support this proposal but would be preferable to exclude private vehicles from this section as well
Pedestrianize cope street and stop making it a through traffic road. That would stop cars trying to cut through. It could be a nice space for cafes and maybe a little street market and would reduce through traffic on Lower Road
Filter Cope Street. Cycling and walking only

Freight/deliveries management (off street/ reduce/ timing)
Comments and or suggestions
This section of road is currently very narrow for two lanes of traffic, plus bus lane and parking. Please make sure there is adequate width for two-way traffic plus loading. Otherwise, lose the loading on one side of the road.
Not clear if cycleway and pavement will be separated by more than just paint. Not clear if loading bays on Cope Street side of Lower Road utilises the pavement or not (disingenuous not to show that they do!).
Does the curb between the new loading bay on the north side and the segregated cycleway need to be widened a little else vans could end up 'dooring' cyclists?
Loading bays on both sides of the road is a bad idea. Also the road through here should be a RED route. There are far too many pedestrians as well as cyclists to allow vehicles to potential park/stop for a few seconds on this route. There are numerous children and school children using this area and having to negotiate parked or even double parked vehicles will cause an accident.
Stopping a cycleway for vehicle loading is unacceptable and will put cyclists in extreme danger. It is also likely that vehicles will see this as an opportunity to park all over the cycle lanes too. This is not good enough.
Though No right turn into Cope Street allowed, some drivers will try to do so unless that's a camera I am not clear how the loading bay will be monitored as it tends to be abused most of the time in other areas

Greenery & green open space
Comments and or suggestions
Requests to increase greenery
Utter lunacy. Where you are removing the tree (yet another) there does not appear to be enough space for traffic to pass. You have bus stops too close to one another. When they are stopped it will lead to congestion as there is not space to pass.
Replace the tree, why is this so hard?!
I can't wait for this nasty bit of road to be made safe! I would however suggest you think about where the mini zebra crossings are located. Please don't let trees, lampposts, signs etc block the sight line of pedestrians or cyclists when using the crossings. Also don't forget to put a gap in the cycletrack kerb line to provide access to Cope Street. AND finally while you're doing these great improvements, why not also add more trees?
Can we add more trees and cycle parking? If could ensure trees and street furniture don't obstruct the view to spot pedestrians crossing the cycle track that would great. Even better if there is space provided for cyclists wanting to access Cope Street.
Plant new trees in the area to compensate for the loss of the one removed.
It is a shame that an existing tree will be removed. Can it be salvaged?
Please consider locations of mini zebra crossings. Line of sight needs to be maintained so that trees or street furniture do not obstruct it. This section is a great place to provide more trees and cycle parking. Provide a gap in the cycle track kerb to provide access to Cope Street.
Good possible location for more trees and also cycle parking.
Looks good - would be great to have a few trees in the public realm.
Shame we have to lose a tree, I think the council should attempt to increase number of trees in borough. Good that speed limit will be introduced, but I think a speed camera is needed.
As one tree is being removed, is there opportunity for more tree planting here. I support further public realm improvements here, which could include more cycle parking.
Nice to see lots of trees and public realm works. Segregated cycle lane much needed for better safety!
Even more plants and trees to make it greener. As long as they don't block pedestrians/ cyclists site in places where they cross
There seems to be sufficient space in the public realm to re-provide the tree which is lost.
Consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Great opportunity in the public realm scheme to add further trees and more cycle parking. A gap in the cycletrack kerb line to provide access to Cope Street
I think you could fit in some more planting here too.
I ask you to consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. This is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Further trees and more cycle parking to add to public realm.
Mini zebra crossings should be located so that trees and other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Also good opportunity to add further trees and more cycle parking. And a gap in the cycletrack kerb line to provide access to Cope Street. Thank you!
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. We also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. We also suggest people ask for a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located to avoid trees or other street furniture obstruct the sight line of people on foot or cycling when using the crossings. It would be great to add further trees and more cycle parking.

Consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Add further trees and more cycle parking! Need a gap in the cycletrack kerb line to provide access to Cope Street
Strongly support and ask you consider where the mini zebras are located. Such that trees or other street furniture do not obstruct the sight line of people on foot or cycling when using the crossings. I also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street
Please could you give careful consideration to the location of mini zebra crossings to ensure trees or street furniture does not obstruct the sight line of people on foot or cycling when using them. Can I also suggest you add more trees and more cycle parking. Lastly please provide a gap in the cycletrack kerb line to provide access to Cope Street
Can you consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. We also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. We also suggest people ask for a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. This is a good opportunity in the public realm scheme to add further trees and more cycle parking. A gap in the cycletrack kerb line to provide access to Cope Street would be good.
We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street .
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. I think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. Could we add a gap in the cycletrack kerb line to provide access to Cope Street?
We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street
The cycleway zebra crossing should be positioned such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Ideally it should be very near the pedestrian road crossing. There is sufficient space in this area to add further cycle parking. There should be a ramp from the cycleway to the carriageway to provide access to Cope Street .
I strongly support the proposal. I suggest that the scheme used the public realm improvement opportunity to install more trees and cycle parking. I also suggest that a gap in the cycletrack kerb line should be installed to provide access to Cope Street.

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.
More details here in the last section
<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

Allow right turns at plough way
Please don't implement the no right turn into Cope Street from Lower Road.
Please don't implement the reversed one way on to Cope Street.
Think that an additional set of traffic lights halfway along this section (i.e. next to Cope Road) is unnecessary.

Improved motor vehicles drivers/riders behaviours
Comments and or suggestions
Hopefully this will also act to calm traffic on this section - cars drive very aggressively here. I have been knocked off my bike a few times in this section

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)
Comments and or suggestions
Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.
Not happy with the loss of the bus and taxi lane
Loss of bus lane towards Deptford and reduced road capacity from 3 to 1 lane
Prefer bus lane to be retained instead of cycle lane.
This will increase traffic congestion & will not improve bus journey times.
Not keen on the removal of the bus lane.
Please make sure you provide FULL SIZE bus shelters not the thinner skimpy ones.
artists-impression-6.jpg is shocking in that it shows zero provision for pedestrians crossing Cope Street between Express Fish Bar (No160) and the chemists (No162). It also shows no provision for cycle lane or way for cyclist to connect with CW4 from Cope Street. The design looks as though "we don't care, we're not interested" and turns its back on the West. Again, and residents groups have warned about that for a decade. How does this happen? Truly appalling. The artists impression / drawings don't show a bus shelter and this need to be full size and not the narrow version, and you need to provide adequate space for wheelchair manoeuvring and queues of people. No bus shelter is shown outside No188/182 Lower Road either. How will you provide a full size proper bus stop here and maintain the pavement width?

Less congestion - Improved traffic flow
Comments and or suggestions
Does not believe that scheme will reduce congestion
Tailbacks will be horrendous
Will lead to traffic chaos
At the moment it moves your proposal will gridlock the area
Losing more road space will lead to more congestion in SE London, stupid idea
Utter lunacy. Where you are removing the tree (yet another) there does not appear to be enough space for traffic to pass. You have bus stops too close to one another. When they are stopped it will lead to congestion as there is not space to pass.
Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times
First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of

the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!
Looks like it could become easily congested by buses stopping (although perhaps not due to reduce through-traffic?)
Stop altering roads with tax payers money, every recent alteration by TfL in London has made traffic worse and angered local residents as well as commuters.
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****
Again. Use average speed cameras to enforce 20 mph. Reducing road size increases congestion and increases pollution. People from south east England commute through Rotherhithe. That's not going to change. Best to keep flow as good as possible,
Congestion
Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.
Increased congestion & pollution
The traffic along this part of the road is very busy as it is. The road is not wide enough to accommodate all of your proposals. Taking away the parking spaces outside the shops will ruin most of these businesses as these shops rely on "pop in and out" shopping
Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists
I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business. I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road. No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.
This will increase traffic congestion & will not improve bus journey times.
Lower Road at this point is often clogged up if the Blackwall tunnel is closed (happens too often). two way traffic will cause complete chaos.

More and safer cycle infrastructure/ routes
Comments and or suggestions
Improve cycle access to cope street/improve parking
Can we add more trees and cycle parking? If could ensure trees and street furniture don't obstruct the view to spot pedestrians crossing the cycle track that would great. Even better if there is space provided for cyclists wanting to access Cope Street.
how do cyclists enter cope st?
Would be nice to have a gap in the cycle track kerb line to provide access to Cope Street. Bicycle parking facilities on the high street are currently very few, and they will be even fewer if the railings are removed. Are you going to provide additional ones?
Please consider where the mini zebras are located. Please ensure trees or street furniture do not obstruct the sightline of people on foot or cycling when using the crossings. Please add more cycle parking - including wider spaced racks for families/other groups and for cycles that are not simply of the one wheel in front of the other construction. Please put a gap in the cycletrack kerb line to provide access to Cope Street.

Please add a dropped curve on the north side of Lower Road opposite Cope Street so cyclists can easily cross from Cycleway 4 to access Cope Street.
Please consider where the mini zebras are located so that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Needs a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located so that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Needs a gap in the cycletrack kerb line to provide access to Cope Street
As one tree is being removed, is there opportunity for more tree planting here. I support further public realm improvements here, which could include more cycle parking.
Gap to enable cycling contraflow and enable protection from motorists turning
Consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Great opportunity in the public realm scheme to add further trees and more cycle parking. A gap in the cycletrack kerb line to provide access to Cope Street
I ask you to consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. This is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Further trees and more cycle parking to add to public realm.
Mini zebra crossings should be located so that trees and other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Also good opportunity to add further trees and more cycle parking. And a gap in the cycletrack kerb line to provide access to Cope Street. Thank you!
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. We also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. We also suggest people ask for a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located to avoid trees or other street furniture obstruct the sight line of people on foot or cycling when using the crossings. It would be great to add further trees and more cycle parking.
Consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Add further trees and more cycle parking! Need a gap in the cycletrack kerb line to provide access to Cope Street
Strongly support and ask you consider where the mini zebras are located. Such that trees or other street furniture do not obstruct the sight line of people on foot or cycling when using the crossings. I also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. I also suggest a gap in the cycletrack kerb line to provide access to Cope Street
Cycle access from the cycleway to Cope Road and the shops on the western side of Lower Road should be maintained, so the pedestrian crossing north of the bus stops should be made a toucan crossing for this purpose.
Will there be new cycle parking in this area. Currently no/very little bike parking outside any of the shops along lower road. This will encourage people to stop and use the shops.
Please could you give careful consideration to the location of mini zebra crossings to ensure trees or street furniture does not obstruct the sight line of people on foot or cycling when using them. Can I also suggest you add more trees and more cycle parking. Lastly please provide a gap in the cycletrack kerb line to provide access to Cope Street
Can you consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. We also think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. We also suggest people ask for a gap in the cycletrack kerb line to provide access to Cope Street
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. This is a good opportunity in the public realm scheme to add further trees and more cycle parking. A gap in the cycletrack kerb

line to provide access to Cope Street would be good.
We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street .
Can the position on street furniture and zebra crossings be consider to keep good sight lines and can some of the freed up space be used for increased cycle parking
Please consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. I think this is a great opportunity in the public realm scheme to add further trees and more cycle parking. Could we add a gap in the cycletrack kerb line to provide access to Cope Street?
We suggest you move the zebra across the cycleway either east or west so it is not alongside a tree as this will cause obstruction to the view of people starting to cross. An additional tree could be planted to the east of the public realm scheme. A gap in the cycle lane kerb to allow people to access Cope Street
The cycleway zebra crossing should be positioned such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Ideally it should be very near the pedestrian road crossing. There is sufficient space in this area to add further cycle parking. There should be a ramp from the cycleway to the carriageway to provide access to Cope Street .
I strongly support the proposal. I suggest that the scheme used the public realm improvement opportunity to install more trees and cycle parking. I also suggest that a gap in the cycletrack kerb line should be installed to provide access to Cope Street.
Please consider locations of mini zebra crossings. Line of sight needs to be maintained so that trees or street furniture do not obstruct it. This section is a great place to provide more trees and cycle parking. Provide a gap in the cycle track kerb to provide access to Cope Street.
Please consider where the mini zebras are located so that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. Please also consider including a gap in the cycletrack kerb line to provide access to Cope Street This would also be a good opportunity to add more cycle parking.
Good possible location for more trees and also cycle parking.
Other suggestions
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf
Supports proposed cycle infrastructure
Great to see segregated continental style cycle lanes
2-way cycle/continuation of Cycle Superhighway 4 is a must.
Traffic speeds through here in volume. I don't recall any problems but it required close concentration and a clear line and signalling so this will be much safer, especially to less experienced cyclists, put off by the note gladiatorial aspects of cycling in traffic.

More enforcement
Comments and or suggestions
Again. Use average speed cameras to enforce 20 mph. Reducing road size increases congestion and increases pollution. People from south east England commute through Rotherhithe. That's not going to change. Best to keep flow as good as possible,
Shame we have to lose a tree, I think the council should attempt to increase number of trees in borough. Good that speed limit will be introduced, but I think a speed camera is needed.
Though No right turn into Cope Street allowed, some drivers will try to do so unless that's a camera I am not clear how the loading bay will be monitored as it tends to be abused most of the time in other areas

Noise reduction

Comments and or suggestions

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Utterly opposed to two way traffic on lower road - increase in pollution, noise and more dangerous driving on surrounding streets

Other

Comments and or suggestions

Traffic flows should not be affected or road space reduced.

This area also needs some new facilities for the large commercial bins that current take up so much space along the high street and are not nice to walk past. Can they be grouped into a bin store somewhere? Potentially on Cope Street?

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Again, big improvement for pedestrians and cyclists. Makes the area much easier to visit via these modes. Great for the businesses there.

The designs are excellent - much better for walking and cycling!

You could have splashed out a bit more on the artists impressions, they make it look pretty desolate

Filter Cope Street. Cycling and walking only

Promote local economy

Comments and or suggestions

Again, big improvement for pedestrians and cyclists. Makes the area much easier to visit via these modes. Great for the businesses there.

The traffic along this part of the road is very busy as it is. The road is not wide enough to accommodate all of your proposals. Taking away the parking spaces outside the shops will ruin most of these businesses as these shops rely on "pop in and out" shopping

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Will there be new cycle parking in this area. Currently no/very little bike parking outside any of the shops along lower road. This will encourage people to stop and use the shops.

Reduce road conflict between users

Comments and or suggestions

This section only just works as one way. There is insufficient carriageway width for this to work effectively as two way. Risk of collision will be highly increased.

Reduce crime and anti-social behaviour
Comments and or suggestions
Doesn't need changing spend the money on knife crimes instead

Reduced on street parking
Comments and or suggestions
In favour of reduced parking
<p>Very happy the segregated cycleway will not have buses pulling in and out. I have been nearly squashed by buses so many times, even taking huge precautions. They often overtake and pull in immediately after which is so dangerous.</p> <p>This is near where someone cycling was killed so really happy to see these changes being implemented. It will make me much more likely to cycle which will reduce pressure on the overground and underground.</p> <p>Happy with the improved pedestrian crossings.</p> <p>Very happy for the double yellow lines to be introduced.</p> <p>Please make sure there is plenty of signage to make sure pedestrians don't walk into the cycleway without looking.</p>
Does not support reduced parking provision
<p>This will cut down a tree while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution laws. There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.</p> <p>The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded and cannot safely accommodate a bus stop/shelter on the pavement which has not been increased in width. Looking at your own schematic, it would also seem to indicate the road is not wide enough to accommodate two lanes where the bus stop is located. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this?</p>
Where will the existing parking provision relocate to?
<p>The traffic along this part of the road is very busy as it is. The road is not wide enough to accommodate all of your proposals. Taking away the parking spaces outside the shops will ruin most of these businesses as these shops rely on "pop in and out" shopping</p>
<p>I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.</p> <p>It will be a very inconvenient system and reduce my appetite to visit the area for business.</p> <p>I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.</p> <p>No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.</p>
<p>Will there be any convenient parking nearby to support quick trips to the shops on Lower Road if the existing Tesco car park is being built on?</p>
<p>significant risk of injury for pedestrians trying to access bus stop having to try and cross across the cycleway.</p> <p>No parking facilities for local shops including chemist. Cycleway directly in front of a large public house.</p>
<p>Stopping a cycleway for vehicle loading is unacceptable and will put cyclists in extreme danger. It is also likely that vehicles will see this as an opportunity to park all over the cycle lanes too. This is not good enough.</p>

Safer speeds
Comments and or suggestions
Believes that scheme will reduce vehicle speeds and provide safety to vulnerable users
<p>Cars often speed through this section and I have seen cars jumping red lights on multiple occasions. I believe these changes will alter the road usage in a positive way and improve safety for other road users.</p>
<p>Traffic speeds through here in volume. I don't recall any problems but it required close concentration</p>

and a clear line and signalling so this will be much safer, especially to less experienced cyclists, put off by the note gladiatorial aspects of cycling in traffic.
Additional suggestions to reduce vehicle speeds
Again. Use average speed cameras to enforce 20 mph. Reducing road size increases congestion and increases pollution. People from south east England commute through Rotherhithe. That's not going to change. Best to keep flow as good as possible,
Shame we have to lose a tree, I think the council should attempt to increase number of trees in borough.
Good that speed limit will be introduced, but I think a speed camera is needed.
The two-way working on Lower Road is welcome. It is recommended that the new signalised pedestrian crossing is raised to encourage compliance with the 20mph speed limits.

Safety

Comments and or suggestions

Believes that two-way working will compromise safety

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** Lycra clad ****

Wouldn't the two way system be more dangerous?

Utterly opposed to two way traffic on lower road - increase in pollution, noise and more dangerous driving on surrounding streets

Other safety concerns

Loading bays on both sides of the road is a bad idea. Also the road through here should be a RED route. There are far too many pedestrians as well as cyclists to allow vehicles to potential park/stop for a few seconds on this route. There are numerous children and school children using this area and having to negotiate parked or even double parked vehicles will cause an accident.

I can't wait for this nasty bit of road to be made safe!

I would however suggest you think about where the mini zebra crossings are located. Please don't let trees, lampposts, signs etc block the sight line of pedestrians or cyclists when using the crossings.

Also don't forget to put a gap in the cycletrack kerb line to provide access to Cope Street.

AND finally while you're doing these great improvements, why not also add more trees?

Other safety concerns

Cars often speed through this section and I have seen cars jumping red lights on multiple occasions. I believe these changes will alter the road usage in a positive way and improve safety for other road users.

As a cyclist I commute this way and these plans would provide safety for all road users

Segregated space for walking, cycling & driving

Comments and or suggestions

Nice to see lots of trees and public realm works. Segregated cycle lane much needed for better safety!

Segregation between cyclist and pedestrians

Comments and or suggestions

Not clear if cycleway and pavement will be separated by more than just paint.
Not clear if loading bays on Cope Street side of Lower Road utilises the pavement or not (disingenuous not to show that they do!).

Street markets

Comments and or suggestions

Pedestrianize cope street and stop making it a through traffic road. That would stop cars trying to cut through. It could be a nice space for cafes and maybe a little street market and would reduce through traffic on Lower Road

Traffic reduction

Comments and or suggestions

Believes that scheme will not improve traffic conditions

How many times do we keep seeing the same mistakes in traffic planning that just cause more traffic

Traffic flows should not be affected or road space reduced.

This won't reduce traffic it will just displace it somewhere else -

Again reduction in road space will generate more traffic and pollution

It seems to me this development will increase heavily the traffic in the area.

Looks like it could become easily congested by buses stopping (although perhaps not due to reduce through-traffic?)

if you reduce through traffic in lower road where should it go?

Believes that scheme will improve traffic conditions

Better for cycling and would lead to reduced capacity on the road promoting further cycling

Accessible for all

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

London taxis must be given access to prevent discrimination against the disabled and elderly

Please consider where the mini zebras are located. Please ensure trees or street furniture do not obstruct the sightline of people on foot or cycling when using the crossings. Please add more cycle parking - including wider spaced racks for families/other groups and for cycles that are not simply of the one wheel in front of the other construction. Please put a gap in the cycletrack kerb line to provide access to Cope Street.

artists-impression-6.jpg is shocking in that it shows zero provision for pedestrians crossing Cope Street between Express Fish Bar (No160) and the chemists (No162). It also shows no provision for cycle lane or way for cyclist to connect with CW4 from Cope Street. The design looks as though "we don't care, we're not interested" and turns its back on the West. Again, and residents groups have warned about that for a decade. How does this happen? Truly appalling. The artists impression / drawings don't show a bus shelter and this need to be full size and not the narrow version, and you need to provide adequate space for wheelchair manoeuvring and queues of people. No bus shelter is shown outside No188/182 Lower Road either. How will you provide a full size proper bus stop here and maintain the pavement width?

Wider and well-maintained pavements/walking routes

Comments and or suggestions

This will cut down a tree while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution laws. There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.

The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded and cannot safely accommodate a bus stop/shelter on the pavement which has not been increased in width. Looking at your own schematic, it would also seem to indicate the road is not wide enough to accommodate two lanes where the bus stop is located. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this?

This area also needs some new facilities for the large commercial bins that current take up so much space along the high street and are not nice to walk past. Can they be grouped into a bin store somewhere? Potentially on Cope Street?

artists-impression-6.jpg is shocking in that it shows zero provision for pedestrians crossing Cope Street between Express Fish Bar (No160) and the chemists (No162). It also shows no provision for cycle lane or way for cyclist to connect with CW4 from Cope Street. The design looks as though "we don't care, we're not interested" and turns its back on the West. Again, and residents groups have warned about that for a decade. How does this happen? Truly appalling. The artists impression / drawings don't show a bus shelter and this need to be full size and not the narrow version, and you need to provide adequate space for wheelchair manoeuvring and queues of people. No bus shelter is shown outside No188/182 Lower Road either. How will you provide a full size proper bus stop here and maintain the pavement width?

Allow taxi access

Comments and or suggestions

Taxis allowed access

Need to have full licensed taxis access

Where buses go taxis go

Allow taxis!!

Allow taxi access

TFL TOTALLY FAILING LONDON
BLACK CABS NEED ALL ACCESS

must have taxi access

Taxis to be given complete excess

Black taxi access is essential

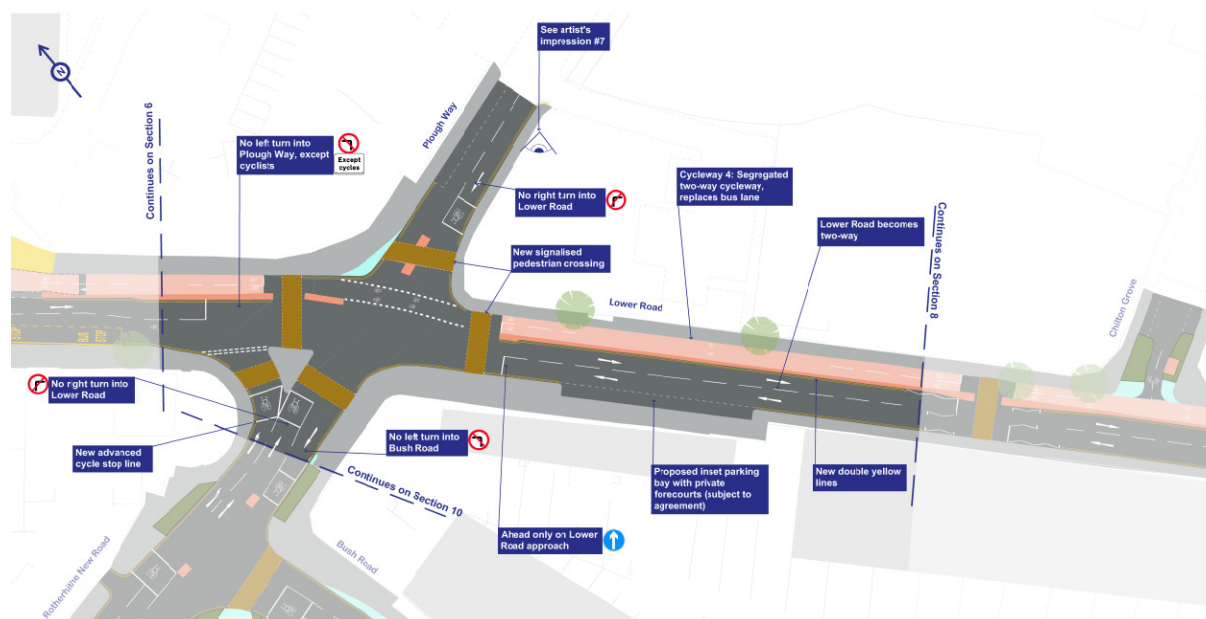
London taxis must be given access to prevent discrimination against the disabled and elderly

As a taxi driver who regularly uses this section of road , it would inconvenience me and my passengers

Not happy with the loss of the bus and taxi lane

Taxi access demanded

Section 7. Lower Road / Plough Way



Better night transport and feel safe at night

Comments and or suggestions

If you can't turn right onto lower road how do locals then drive to deal porters way ie the shopping centre - I can't see how you can go round the one way system - it seems you are completely blocking access for local residents to amenities
there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area
it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area

Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

it's unclear how a cyclist is supposed to right turn into bush road from east

The cycle route from Rotherhithe New Road onto the cycle lanes on the far side of Lower Road needs to be very clearly marked and managed to avoid streams of cyclists, pedestrians and traffic clashing.

Cyclist will attempt to turn right from Lower Road (southeast bound) into Rotherhithe New Road in order to reach Oldfield Grove and the cycle route down to Surrey Canal Road / Millwall Stadium. Please add a few seconds to the traffic light phasing to allow cyclists to safely clear the junction when doing a right turn manoeuvre, or design enough space for cyclists to do a "two stage right" from Lower Road (southeast bound) to Rotherhithe New Road.

Please use a clearly different coloured tarmac on the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in two way cycle tracks as it is the same colour and width as general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track.

Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.

These changes Two-way segregated cycleway along north-east side of Lower Road
Cyclists will be exempt from banned turns

Advance stop lines provided on Plough Way and Rotherhithe New Road will make it safer for cyclists.

Improve air quality

Comments and or suggestions

Increased journey times will worsen pollution

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

This junction today has only THREE possible directions of traffic. After proposed changes it will have EIGHT. This will REDUCE safety and increase noise and pollution.

The idea of making all roads two-way is a terrible, terrible mistake.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road.

Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution.

Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

I live on Plough Way, and drive my car to Tesco Extra in Surrey Quays once a week. Once Lower Road is operating in two directions, the best route would be to turn right out of Plough Way onto Lower Road, and proceed to Tesco. Coming home, I would turn left from Lower Road into Plough Way. As these plans stand, both of those turns are banned. I'm still trying to figure out what the legal option would be, but I think it is to go straight on from Plough Way, around the far side of Surrey Quays station, straight on to Seven Islands Leisure Centre, turn right and then drive the full length of the Surrey Quays Shopping Centre car park to get to Tesco. Going home I would have to follow the same route in reverse, because going out of the normal exit from Tesco would force me onto Lower Road and straight on past Plough Way. This would add an extra 1km onto the drive each way (I've just measured it on Google Maps), and increase the congestion and pollution on my extended diversion. Please can you find an alternative? For example, opening the emergency access gate at the end of Rope Street would mean I could avoid Lower Road altogether and get through to Salter Road that way.

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.
I do not support no left turn into Plough way, as it will make already the Plough Way (Hydro / Marine Wharf) shopping area undesirable to visit.
No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

The no turn left into plough way will create a lot of problems. Put a traffic light for cyclist.
Considering that the cycleway will not have heavy traffic, blocking the turn left into plough way is unnecessary. It would force cars and motorbikes to drive longer to join plough way (which creates more pollution and reduce safety).

Banned turns/two-way system/reopened routes will worsen pollution

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Allowing traffic to cross the junction from Plough Way onto Rotherhithe New Road (1*) and allowing right turns from Lower Road onto Rotherhithe New Road (2*) is going to cause traffic jams on that junction...

The section of Rotherhithe New Road they will turn onto before the new traffic lights is very short. Only a few cars will be able to fit. This will cause (1*) and (2*) traffic to back up into the junction and block it from traffic and cyclists crossing via Lower Road. If this is to go ahead there should perhaps be a yellow box where cars are not allowed to be stationary in, similar to Jamaica road style - especially for section of road coming from Plough Way that traverses the cycle lane. The YouTube video traffic model shows a car stopping on the bike lane and this should be prevented.

Additionally, (2*) traffic will block cars behind from progressing South East on Lower Road causing a build-up of traffic behind on a street with many pedestrians which will cause extra pollution due to idling. This traffic may also turn right and block traffic driving North West up Lower Road cause more congestion further down.

These problems need to be addressed with either a yellow box area, an extra right turning lane for (2*) traffic, or potentially banning traffic turning right from Lower Road onto Rotherhithe New Road. Again, (1*) traffic must not be allowed to block the cycle highway!

Banning the access to Plough Way left & right turns makes no sense, all it will do is increase traffic & pollution, totally unnecessary

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

Banned turns will increase traffic and pollution

As a resident of this section of Lower Road, with a disabled partner (above knee amputee) nearby car parking access is essential to the basic quality of life. The proposals would present a severely detrimental change to day to day life. At present we can reliably park outside our house, especially as we have a blue badge. Local parking restrictions mean that Mon to Fri 8am until 6pm the car must be parked in a residents bay. More often though, my partner is at work so with a blue badge can park on a single yellow overnight and over the weekends. With the disability, a shorter the distance from car to home is essential. More so if bringing shopping or any load from the car. The proposals bring considerable doubt that a parking space would be available along this section. Furthermore, with the restrictions to access to Chilton Grove, it appears that there could be considerable difficulty, possibly danger and certainly significant additional time spent on the road when gaining access to the proposed inset parking when heading from the Rotherhithe tunnel/Surrey Quays shopping centre direction. And if the inset bay is full, where is there likely to be space to park - even more relevant if coming home with shopping.

In addition we see the proposals as significantly adding to noise, air and light pollution in the area. With

a proposed two way flow of traffic with a crossing outside the property, we see this quickly filling with noisy and polluting stationary vehicles. This will mean that we are overlooked by people in cars at the first floor and also from the top floor of buses of the second floor. The proposed pedestrian crossing will add noise and light interference to our property, especially at night.

Furthermore we are concerned as to how delivery drivers/cabs/Uber can attend the property safely for everyone. At present these can take place for all without danger or inconvenience.

So, we are feeling that the proposals are to the severe detriment to our day to day lives. We suggest a way that improvements can be made with a significant reduction in the impact to us and our immediate community in the overview section.

I found the whole approach very confusing. I keep thinking how much time people will take to get in and out the peninsula or plough way. For instance, if I am driving from Plough Way towards the shopping centre and with other restrictions in place such as no traffic allowed in front of the overground station in lower rd, how many turns will it take?

I follow the way the traffic is diverted to allow more flow but I keep thinking we will end up with more pollution and the same traffic jams

sections 7/8 removes residents parking spaces. This will have a detrimental effect on residents, families, older people and will also affect the care home.

You cannot just remove the parking and affect the residents. Parking has been available on these streets for many decades.

Two way traffic will increase pollution, make the roads more dangerous, affect the living environment for all the families on the street, increase accidents (very low at the moment), have an effect on the fabric of the buildings on this road due to increased traffic of buses and other vehicles.

New section should be designed to keep parking intact for residents. It is the only part of the movement plan that removes the parking spaces.

The cycle traffic on this road is minimum and there have not been any accidents between cyclists and buses on this stretch of road.

I am concerned that no right turn from Rotherhithe New Road into Lower Road will cause significantly increased traffic into Plough Way and Grove Street, which could be used as a cut through for those wishing to get onto Lower Road. This extra traffic could cause safety concerns on Grove Street, as well as changing the character of the area. The right turn from plough way onto grove street already gets quite busy.

Following the new housing developments in Convoys Wharf and the surrounding areas this seems very likely to become a very congested area, which could cause air quality issues as well as safety issues especially around the youth centre and park.

Other

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. The proposal also indicated parking bays, will these be accessible for all residents down lower road? If not what is your proposal for residents who currently park outside their property? Are you offering alternative parking, if so where? or are you offering a car scrap-page scheme? There is also an old persons home where ambulances regularly park to drop off residents, where will they be able to safely park to help elderly, disabled residents? This plan would lead to public safety concerns.

Increased congestion & pollution

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Crossing roads is easy and safe

Comments and or suggestions

Allowing traffic to cross the junction from Plough Way onto Rotherhithe New Road (1*) and allowing right turns from Lower Road onto Rotherhithe New Road (2*) is going to cause traffic jams on that junction...

The section of Rotherhithe New Road they will turn onto before the new traffic lights is very short. Only a few cars will be able to fit. This will cause (1*) and (2*) traffic to back up into the junction and block it from traffic and cyclists crossing via Lower Road. If this is to go ahead there should perhaps be a yellow box where cars are not allowed to be stationary in, similar to Jamaica road style - especially for section of road coming from Plough Way that traverses the cycle lane. The YouTube video traffic

<p>model shows a car stopping on the bike lane and this should be prevented.</p> <p>Additionally, (2*) traffic will block cars behind from progressing South East on Lower Road causing a build-up of traffic behind on a street with many pedestrians which will cause extra pollution due to idling. This traffic may also turn right and block traffic driving North West up Lower Road cause more congestion further down.</p> <p>These problems need to be addressed with either a yellow box area, an extra right turning lane for (2*) traffic, or potentially banning traffic turning right from Lower Road onto Rotherhithe New Road. Again, (1*) traffic must not be allowed to block the cycle highway!</p>
<p>Segregated two way cycle track on Lower road is great, but this needs to be woven into the existing cycling network, it cannot stand in isolation. Cycle route 425 currently goes through Rotherhithe New Road and into Plow Way. This needs to be maintained and people cycling on this route must be afforded the same protection as people cycling on Lower Road. Additionally the easternmost pedestrian crossing on the Lower Road junction is much too far back from the junction and the pedestrian desire line of people walking from New Road into Plow Way.</p>
<p>Could you consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. further trees and more cycle parking could be added.as well as a gap in the cycletrack kerb line to provide access to Cope Street</p>
<p>Confused how cyclists turning left from Rotherhithe New Road are supposed to join the cycle lane on Lower Road. Are they supposed to be on the main carriage way here? Or go straight ahead and then turn once they've crossed the main carriage way? Won't the latter cause conflicts with pedestrians on the crossing?</p> <p>Also no right turn into Lower Road for cyclists too? Seems people will try and do this and not catering for it is dangerous/ encourages antisocial cycling/ causes conflict.</p>
<p>artists-impression-7-1.jpg shows in the background an appalling impression of the space between 196 Lower Road (pawnbrokers) and 1a1b Rotherhithe New Road - it becomes totally dominated by cars with two of the lanes squeezed into a 5.85M road leaving no space for cyclists whatsoever. This is in contrast to the CW4 foreground. Again, it shows a design disdain for west of A200. You have not shown the waiting times for the pedestrian crossing and pedestrians do not want to be kept waiting more than 30secs and certainly not when they have to use TWO crossing to get across the A200. This is a real lack of aspiration to replace two pedestrian crossing with one. In part, I believe because you do not wish to spend money in this location and prefer to spend large sums of money on the Ann Moss Way public realm and Lower Road east side public Realm improvements. Rarely on the west of anything - is it?</p> <p>Remove "No right turn into Lower Road" from Plough Way and permit right turn into Lower Road (and allow two way traffic to drive past Surrey Quays Station along Lower Road) to ensure you do not create another version of the gyratory that forces traffic from Plough way wishing to head north to drive along Rotherhithe New Road and then turn right into Rotherhithe Old Road where you are required by policy and objective to reduce motor traffic using Rotherhithe Old Road and not increase it.</p>
<p>We suggest the "No left turn into Bush Road" should have a cycle bypass be installed to allow this turn to be made on bicycle. For people cycling from Rotherhithe New road a gap in the kerb line of the protected cycleway on Lower road is needed to allow those in the left turn lane to join the cycleway. If this is not possible then the crossings should be make toucan crossings enabling people to join via them.</p>
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<p>There's no way to get to Chilton Grove. There's no way to turn into Plough Way from Lower Road. The only way to Lower Rd would be to go around through Rotherhithe Old Rd? This will certainly increase congestion in Rotherhithe Old Rd.</p> <p>Again you are proposing removal of parking space. A lot of parking space to go is not acceptable without adequate replacement.</p> <p>I do like the new pedestrian crossings on Lower Rd but that's about all I like on this proposal.</p>

Do not agree with traffic calming/reduction and cycle lanes**Comments and or suggestions**

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

This junction today has only THREE possible directions of traffic. After proposed changes it will have EIGHT. This will REDUCE safety and increase noise and pollution.
The idea of making all roads two-way is a terrible, terrible mistake.
First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.
Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road.
Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.
Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

My elderly mother lives further along Plough Way and regularly shops at Tesco Surrey Quays. A right hand turn onto Lower Road at the end of Plough Way would be quite helpful here and I'm not sure why it is blocked? If you allow the crossing to Rotherhithe New Road I'm not sure what difficulty a right hand turn now is.

The alternative appears to be turning left down Lower road, Right onto bestwood street and then Right again onto the end of Rotherhithe New Road before finally making a left onto Lower Road. I think you'll find many drivers making U-Turns on Lower Road to avoid the many turns and four sets of lights this entails.

As per my other comments, I would also strongly want the bus lanes to be kept rather than the cycle lane. There are many more bus users than cyclists.

If you can't turn right onto lower road how do locals then drive to deal porters way ie the shopping centre - I can't see how you can go round the one way system - it seems you are completely blocking access for local residents to amenities

there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area

it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area

Don't support and don't see benefit of road closures**Comments and or suggestions**

I do not agree with removing the left turn in to Plough way. For motorists traveling from Redriff road there is currently no through road past Greenland dock to the watersport centre and other facilities in Plough way.

Easy and safe to cycle**Comments and or suggestions****General support for measures to make cycling easier and safer**

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

This is great as parking on those roads are very dangerous for cyclists.

The proposed no left turn into Plough Way will greatly improve safety for cyclists

As a cyclist I commute this way and these plans would provide safety for all road users

Great to have a safe cycle lane!
Need my children to be able to cycle safely here!
These changes Two-way segregated cycleway along north-east side of Lower Road Cyclists will be exempt from banned turns Advance stop lines provided on Plough Way and Rotherhithe New Road will make it safer for cyclists.
Very important to improve safety for cyclists and reduce the risk from cars.
Does not feel comfortable negotiating junction on bike
Support cycleway and Lower Road becoming two way, but are the "No right turn into Lower Road" and "No left turn into Bush Road" signs supposed to indicate to cyclists to not perform that manoeuvre as well as vehicles? If so, I'm opposed to those parts as it would make negotiation those junctions more difficult for cyclists.
Rotherhithe New Road junction is badly designed, More thought needs to be given to how people cycling get between Rotherhithe New Road and the Lower Road cycle track safely
The junction seems a little awkward for cyclists looking to join the cycleway by making a left from Rotherhithe New Road. Could you widen the gap in the kerb by the pedestrian crossing to create a gap for cyclists to use?
As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour. My main concerns are as follows: 1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxtalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place? 2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus\cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help. 3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes. 4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists
Cyclist will attempt to turn right from Lower Road (southeast bound) into Rotherhithe New Road in order to reach Oldfield Grove and the cycle route down to Surrey Canal Road / Millwall Stadium. Please add a few seconds to the traffic light phasing to allow cyclists to safely clear the junction when doing a right turn manoeuvre, or design enough space for cyclists to do a "two stage right" from Lower

Road (southeast bound) to Rotherhithe New Road. Please use a clearly different coloured tarmac on the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in two way cycle tracks as it is the same colour and width as general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.
Rotherhithe New Road is made too narrow for cyclists. There will be far too much traffic using Rotherhithe New Road. Allow traffic to use Lower Road two way all the way along and up to China Hall. The CWAAP says make Lower Road two way.
Other suggestions
The bus lane always provided some protection from heavy traffic here but a segregated lane will be better. As with other sections, space for faster cyclists to overtake slower ones will be important, particularly while commuting. Otherwise it may drive cyclists on to the road sections, when they're short of time, or want to maintain a fast pace and fitness while cycle commuting.

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

In support of proposals

The proposed no left turn into Plough Way will greatly improve safety for cyclists

This area does not need to be changed, but the Plough Way forward into Rotherhithe New Rd, currently allowed for buses, would make sense.

Increased filtering/less banned turns for cyclists

No right turn onto Lower Road coming out of Plough Way should be 'except for cyclists'

Oxstalls Bridge needs to have a bus gate so drivers can't use it. Don't have the planned roundabout on Evelyn Street

We suggest the "No left turn into Bush Road" should have a cycle bypass be installed to allow this turn to be made on bicycle. For people cycling from Rotherhithe New road a gap in the kerb line of the protected cycleway on Lower road is needed to allow those in the left turn lane to join the cycleway. If this is not possible then the crossings should be make toucan crossings enabling people to join via them.

We suggest the "No left turn into Bush Road" should have a cycle bypass be installed to allow this turn to be made on bicycle. For people cycling from Rotherhithe New road a gap in the kerb line of the protected cycleway on Lower road is needed to allow those in the left turn lane to join the cycleway in both directions. If this is not possible then the crossings should be make toucan crossings enabling people to join via them. From Plough way cyclists should be exempt from restricted right turn into lower rd to allow them to join cycleway 4 westbound.

some of these roads could be fully filtered instead of just having banned turns

Do not support banned turns

By banning the left turn from Lower Road to Plough Way, Chilton Grove and Croft St, how can vehicles gain access to Plough Way from Lower Road? Especially with the increase in the number of residents living down Plough Way.

Please could more consideration be given to this.

The removal of the left turn out of Lower Road into Plough Way makes no sense and will only serve to add more congestion. Clearing the junction would make more sense to avoid bottlenecks with cars/lorries/ buses. Plough Way is a major road and congestion in the area will increase elsewhere, especially as the two rat runs such as Chilton Grove will also be blocked off.

Not sure why left hand turn from Lower road into Plough way is banned, and cannot have a signalised phase. Makes a journey from Redriff Road into Plough way very difficult, without rat-running via croft street.

There's no way to get to Chilton Grove. There's no way to turn into Plough Way from Lower Road. The

only way to Lower Rd would be to go around through Rotherhithe Old Rd? This will certainly increase congestion in Rotherhithe Old Rd.

Again you are proposing removal of parking space. A lot of parking space to go is not acceptable without adequate replacement.

I do like the new pedestrian crossings on Lower Rd but that's about all I like on this proposal.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus/cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

Do not support two-way system/bus and cycle only filter

This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution.

Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

Rotherhithe New Road is made too narrow for cyclists.
 There will be far too much traffic using Rotherhithe New Road.
 Allow traffic to use Lower Road two way all the way along and up to China Hall.
 The CWAAP says make Lower Road two way.

Freight/deliveries management (off street/ reduce/ timing)

Comments and or suggestions

This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution.

Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

This scheme appears to make access to Plough Way extremely difficult. A restaurant is located there and deliveries are made from the restaurant. What account has been taken of this business?

As a resident of this section of Lower Road, with a disabled partner (above knee amputee) nearby car parking access is essential to the basic quality of life. The proposals would present a severely detrimental change to day to day life. At present we can reliably park outside our house, especially as we have a blue badge. Local parking restrictions mean that Mon to Fri 8am until 6pm the car must be parked in a residents bay. More often though, my partner is at work so with a blue badge can park on a single yellow overnight and over the weekends. With the disability, a shorter the distance from car to home is essential. More so if bringing shopping or any load from the car. The proposals bring considerable doubt that a parking space would be available along this section. Furthermore, with the restrictions to access to Chilton Grove, it appears that there could be considerable difficulty, possibly danger and certainly significant additional time spent on the road when gaining access to the proposed inset parking when heading from the Rotherhithe tunnel/Surrey Quays shopping centre direction. And if the inset bay is full, where is there likely to be space to park - even more relevant if coming home with shopping.

In addition we see the proposals as significantly adding to noise, air and light pollution in the area. With a proposed two way flow of traffic with a crossing outside the property, we see this quickly filling with noisy and polluting stationary vehicles. This will mean that we are overlooked by people in cars at the first floor and also from the top floor of buses of the second floor. The proposed pedestrian crossing will add noise and light interference to our property, especially at night.

Furthermore we are concerned as to how delivery drivers/cabs/Uber can attend the property safely for everyone. At present these can take place for all without danger or inconvenience.

So, we are feeling that the proposals are to the severe detriment to our day to day lives. We suggest a way that improvements can be made with a significant reduction in the impact to us and our immediate community in the overview section.

Greenery & green open space

Comments and or suggestions

Please do not remove the greenery in the project - this area is nice because there are trees around it.

Can additional greening and tree planting take place here?

Plough way needs a bit of a tidy up, maybe more plantings would be welcome.

Could you consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. further trees and more cycle parking could be added.as well as a gap in the cycletrack kerb line to provide access to Cope

Street

Improved cyclist behaviours

Comments and or suggestions

Banned turns because cyclist cannot be trusted to adhere to road rules
--

Confused how cyclists turning left from Rotherhithe New Road are supposed to join the cycle lane on Lower Road. Are they supposed to be on the main carriage way here? Or go straight ahead and then turn once they've crossed the main carriage way? Won't the latter cause conflicts with pedestrians on the crossing?
--

Also no right turn into Lower Road for cyclists too? Seems people will try and do this and not catering for it is dangerous/ encourages antisocial cycling/ causes conflict.
--

Improved motor vehicles drivers/riders behaviours
--

Comments and or suggestions

Drivers will ignore banned turns regardless

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

Opposed to banned turns at junction
--

I do not agree with removing the left turn in to Plough way. For motorists traveling from Redriff road there is currently no through road past Greenland dock to the watersport centre and other facilities in Plough way.
--

You're making all the snow left my right turns and expense of motorists for cyclists cyclist do not carry people from a to be a door-to-door service so everybody has to suffer being unable to turn left and rights you are just going to make gridlock do you not learn from our mistakes that this government and TfL have made you cancels seem to think you are on the road they are the Queens Highway they are there for everybody not just for the privilege to few that can cycle
--

Not sure why left hand turn from Lower road into Plough way is banned, and cannot have a signalised phase. Makes a journey from Redriff Road into Plough way very difficult, without rat-running via croft street.
--

This junction today has only THREE possible directions of traffic. After proposed changes it will have EIGHT. This will REDUCE safety and increase noise and pollution. The idea of making all roads two-way is a terrible, terrible mistake. First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!
--

This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution. Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am

62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

Allowing traffic to cross the junction from Plough Way onto Rotherhithe New Road (1*) and allowing right turns from Lower Road onto Rotherhithe New Road (2*) is going to cause traffic jams on that junction...

The section of Rotherhithe New Road they will turn onto before the new traffic lights is very short. Only a few cars will be able to fit. This will cause (1*) and (2*) traffic to back up into the junction and block it from traffic and cyclists crossing via Lower Road. If this is to go ahead there should perhaps be a yellow box where cars are not allowed to be stationary in, similar to Jamaica road style - especially for section of road coming from Plough Way that traverses the cycle lane. The YouTube video traffic model shows a car stopping on the bike lane and this should be prevented.

Additionally, (2*) traffic will block cars behind from progressing South East on Lower Road causing a build-up of traffic behind on a street with many pedestrians which will cause extra pollution due to idling. This traffic may also turn right and block traffic driving North West up Lower Road cause more congestion further down.

These problems need to be addressed with either a yellow box area, an extra right turning lane for (2*) traffic, or potentially banning traffic turning right from Lower Road onto Rotherhithe New Road. Again, (1*) traffic must not be allowed to block the cycle highway!

By banning the left turn from Lower Road to Plough Way, Chilton Grove and Croft St, how can vehicles gain access to Plough Way from Lower Road? Especially with the increase in the number of residents living down Plough Way.

Please could more consideration be given to this.

Support cycleway and Lower Road becoming two way, but are the "No right turn into Lower Road" and "No left turn into Bush Road" signs supposed to indicate to cyclists to not perform that manoeuvre as well as vehicles? If so, I'm opposed to those parts as it would make negotiation those junctions more difficult for cyclists.

Banning the access to Plough Way left & right turns makes no sense, all it will do is increase traffic & pollution, totally unnecessary

Banned turns - forcing traffic down the same routes - local people will be forced to sit in traffic - local knowledge of roads helps reduce congestion as the drivers use alternate routes - take those away and your traffic doubles

Again excessive use of banned turns which are unnecessary. How do you propose residents access their homes.

But maintain car left hand turn into Plough way from Lower Road.

Control with separate cycle highway green light when vehicles are stopped by traffic lights. Cyclists on red while cars on green.

Left turn onto plough way should be maintained - traffic light control for cyclists should release them before releasing cars to go straight or turn left onto plough way.

I am very concerned about access in and out of Plough Way. My family and I live in Rope street. My autistic daughter is in Redriff school. Access from Rope street through to Salter road to take her to school is extremely difficult due to the emergency only gate on South Sea street. We should be allowed to make a right turn from Plough Way into Lower Road. Without this right turn, our journey to school would go through a very long detour all around Rotherhithe New Road, Rotherhithe Old Road, Lower Road, and all the way through Surrey Quays Road before we connect with Redriff Road. This does not make sense at all. Families who live in Plough Way or beyond to Rope Street are severely disadvantaged and cut off from the rest of the Rotherhithe peninsula.

I live on Plough Way, and drive my car to Tesco Extra in Surrey Quays once a week. Once Lower Road is operating in two directions, the best route would be to turn right out of Plough Way onto Lower Road, and proceed to Tesco. Coming home, I would turn left from Lower Road into Plough Way. As these plans stand, both of those turns are banned. I'm still trying to figure out what the legal option would be, but I think it is to go straight on from Plough Way, around the far side of Surrey Quays station, straight on to Seven Islands Leisure Centre, turn right and then drive the full length of the Surrey Quays Shopping Centre car park to get to Tesco. Going home I would have to follow the same route in reverse, because going out of the normal exit from Tesco would force me onto Lower Road and straight on past Plough Way. This would add an extra 1km onto the drive each way (I've just measured it on Google Maps), and increase the congestion and pollution on my extended diversion.

Please can you find an alternative? For example, opening the emergency access gate at the end of Rope Street would mean I could avoid Lower Road altogether and get through to Salter Road that way.
I strongly oppose the no left turn in to plough way for cycles only, cars absolutely must have that
The removal of the left turn out of Lower Road into Plough Way makes no sense and will only serve to add more congestion. Clearing the junction would make more sense to avoid bottlenecks with cars/lorries/ buses. Plough Way is a major road and congestion in the area will increase elsewhere, especially as the two rat runs such as Chilton Grove will also be blocked off.
Review the banned turns otherwise resulting in longer journeys.
Why have so many turnings been banned? I cannot see the advantage in this, only the frustration of residents forced to use congested roads to avoid banned turns.
Access in/out of Plough Way is made much worse
Disagree with the removal of left turn into plough way. How is traffic supposed to access Plough Way? there is a major new housing development off plough way and as far as I can see traffic will all be going via residential streets or have to drive almost to Deptford and back!
I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business. I do not support no left turn into Plough way, as it will make already the Plough Way (Hydro / Marine Wharf) shopping area undesirable to visit. No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.
There's no way to get to Chilton Grove. There's no way to turn into Plough Way from Lower Road. The only way to Lower Rd would be to go around through Rotherhithe Old Rd? This will certainly increase congestion in Rotherhithe Old Rd. Again you are proposing removal of parking space. A lot of parking space to go is not acceptable without adequate replacement. I do like the new pedestrian crossings on Lower Rd but that's about all I like on this proposal.
Access for residents in a huge area around Plough Way gets much more difficult if you remove the left turn from lower road to plough way.
My elderly mother lives further along Plough Way and regularly shops at Tesco Surrey Quays. A right hand turn onto Lower Road at the end of Plough Way would be quite helpful here and I'm not sure why it is blocked? If you allow the crossing to Rotherhithe New Road I'm not sure what difficulty a right hand turn now is. The alternative appears to be turning left down Lower road, Right onto bentwood street and then Right again onto the end of Rotherhithe New Road before finally making a left onto Lower Road. I think you'll find many drivers making U-Turns on Lower Road to avoid the many turns and four sets of lights this entails. As per my other comments, I would also strongly want the bus lanes to be kept rather than the cycle lane. There are many more bus users than cyclists.
There should be left turn into plough way from lower road, otherwise it is difficult to get to.
The no turn left into plough way will create a lot of problems. Put a traffic light for cyclist. Considering that the cycleway will not have heavy traffic, blocking the turn left into plough way is unnecessary. It would force cars and motorbikes to drive longer to join plough way (which creates more pollution and reduce safety).
As a local resident it would be helpful to have the option of a right turn out of Plough Way into Lower Road to access the peninsula.
If shopping at Surrey Quays cannot get home if live on the Plough Way peninsular as no left turn is permitted forcing unnecessary traffic to use Bestwood Street and Bush Road. No right turn permitted from Rotherhithe New Road into Lower Road as well as no left turn from Bestwood Street into Lower Road thus preventing any access to the bottom end of Lower Road. This will have a significant and detrimental impact on the shops based there. In addition in order for emergency vehicles predominantly ambulances to access Rose Court Residential care home they will have to undertake an illegal turn on all emergency calls causing risk of collisions with vehicle and cyclists. This was queried with Council officer who advised to access bottom part of lower road they would have to turn from Bush Road/ Bestwood Street into Trundleys, turn left behind Deptford Park and

then back onto Evelyn Street to access Lower Road. Thereby placing additional vehicles and congestion into small residential streets as well as a non-traffic light control into and out of Trundleys
from Plough Way allow right turn into Lower Road to allow traffic to turn into Redriff Road further North otherwise you risk lots of U-turns
Let taxis have the left turn into Plough Way.
These are not sensible alterations. The banned turns especially left into Plough Way make no sense.
artists-impression-7-1.jpg shows in the background an appalling impression of the space between 196 Lower Road (pawnbrokers) and 1a1b Rotherhithe New Road - it becomes totally dominated by cars with two of the lanes squeezed into a 5.85M road leaving no space for cyclists whatsoever. This is in contrast to the CW4 foreground. Again, it shows a design disdain for west of A200. You have not shown the waiting times for the pedestrian crossing and pedestrians do not want to be kept waiting more than 30secs and certainly not when they have to use TWO crossing to get across the A200. This is a real lack of aspiration to replace two pedestrian crossing with one. In part, I believe because you do not wish to spend money in this location and prefer to spend large sums of money on the Ann Moss Way public realm and Lower Road east side public Realm improvements. Rarely on the west of anything - is it?
Remove "No right turn into Lower Road" from Plough Way and permit right turn into Lower Road (and allow two way traffic to drive past Surrey Quays Station along Lower Road) to ensure you do not create another version of the gyratory that forces traffic from Plough way wishing to head north to drive along Rotherhithe New Road and then turn right into Rotherhithe Old Road where you are required by policy and objective to reduce motor traffic using Rotherhithe Old Road and not increase it.
If you can't turn right onto lower road how do locals then drive to deal porters way ie the shopping centre - I can't see how you can go round the one way system - it seems you are completely blocking access for local residents to amenities there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area
I am uncertain about the proposals to restrict cars turning left and right - it seems like a roundabout might be a better option here
Including not banning turns
I found the whole approach very confusing. I keep thinking how much time people will take to get in and out the peninsula or plough way. For instance, if I am driving from Plough Way towards the shopping centre and with other restrictions in place such as no traffic allowed in front of the overground station in lower rd, how many turns will it take? I follow the way the traffic is diverted to allow more flow but I keep thinking we will end up with more pollution and the same traffic jams
I am concerned that no right turn from Rotherhithe New Road into Lower Road will cause significantly increased traffic into Plough Way and Grove Street, which could be used as a cut through for those wishing to get onto Lower Road. This extra traffic could cause safety concerns on Grove Street, as well as changing the character of the area. The right turn from plough way onto grove street already gets quite busy. Following the new housing developments in Convoys Wharf and the surrounding areas this seems very likely to become a very congested area, which could cause air quality issues as well as safety issues especially around the youth centre and park.
Please don't implement the no left and no right turns from Lower Road into Plough Way. Please don't implement the no left turn from Lower Road into Rotherhithe New Road. Please don't implement the no right turn from Plough Way into Lower Road. Please don't implement the no right turn into Lower Road from Rotherhithe New Road.
No right turn onto Lower Road coming out of Plough Way should be 'except for cyclists'
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids.

Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus/cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

Suggestions to improve safety and efficiency at junctions

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

the new advance cycle stop lines should also have specific cycle traffic light allowing cyclist to go at least 40 sec before cars do

Additional set of traffic lights by Cope Streets seems unnecessary

Cyclist will attempt to turn right from Lower Road (southeast bound) into Rotherhithe New Road in order to reach Oldfield Grove and the cycle route down to Surrey Canal Road / Millwall Stadium. Please add a few seconds to the traffic light phasing to allow cyclists to safely clear the junction when doing a right turn manoeuvre, or design enough space for cyclists to do a "two stage right" from Lower Road (southeast bound) to Rotherhithe New Road.

Please use a clearly different coloured tarmac on the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers

to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in two way cycle tracks as it is the same colour and width as general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.

All arms of the junction with cycle advanced stop lines should have an early release green light for cycles.

Support junction improvements

This area does not need to be changed, but the Plough Way forward into Rotherhithe New Rd, currently allowed for buses, would make sense.

No left turn onto Plough way is a massive help

The banned turning movements and proposed two -way working are strongly supported.

Well thought out junction.

The signalised pedestrian crossings are a nice improvement.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Concerned with loss of bus lane

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

Loss of eastbound bus lane

My elderly mother lives further along Plough Way and regularly shops at Tesco Surrey Quays. A right hand turn onto Lower Road at the end of Plough Way would be quite helpful here and I'm not sure why it is blocked? If you allow the crossing to Rotherhithe New Road I'm not sure what difficulty a right hand turn now is.

The alternative appears to be turning left down Lower road, Right onto bestwood street and then Right again onto the end of Rotherhithe New Road before finally making a left onto Lower Road. I think you'll find many drivers making U-Turns on Lower Road to avoid the many turns and four sets of lights this entails.

As per my other comments, I would also strongly want the bus lanes to be kept rather than the cycle lane. There are many more bus users than cyclists.

Not keen on the removal of the bus lane.

Concerned with access changes to bus routes

If you can't turn right onto lower road how do locals then drive to deal porters way ie the shopping centre - I can't see how you can go round the one way system - it seems you are completely blocking access for local residents to amenities

there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area

it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area

Impossible to see how Plough Way is accessed. Existing bus 199 - how does that access Plough Way. Proposed street opposite Plough Way is too narrow for both way traffic.

The proposed access changes on Plough Way and the 2-way cycle highway in what is already a congested and narrow road (Lower Road) will make it all but impossible for Evelyn Ward residents to commute to work on local buses. Only a small, young, fit fraction of our residents can rely on cycling to work. Why is the remaining majority being ignored and having its commuting so heavily

compromised in favour of a small cycling minority who end up using half of the road?

Less congestion - Improved traffic flow

Comments and or suggestions

General opposition to proposals

Will lead to traffic chaos

Whole new scheme will cause nothing but terrible traffic problems for cyclists that won't even be using the cycle lanes

You're making all the snow left my right turns and expense of motorists for cyclists cyclist do not carry people from a to be a door-to-door service so everybody has to suffer being unable to turn left and rights you are just going to make gridlock do you not learn from our mistakes that this government and TfL have made you cancels seem to think you are on the road they are the Queens Highway they are there for everybody not just for the privilege to few that can cycle

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded The proposal also indicated parking bays, will these be accessible for all residents down lower road? If not what is your proposal for residents who currently park outside their property? Are you offering alternative parking, if so where? or are you offering a car scrap-page scheme? There is also an old persons home where ambulances regularly park to drop off residents, where will they be able to safely park to help elderly, disabled residents? This plan would lead to public safety concerns.

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Increased congestion & pollution

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

More congestion

Two-way systems will cause more congestion

This junction today has only THREE possible directions of traffic. After proposed changes it will have EIGHT. This will REDUCE safety and increase noise and pollution.

The idea of making all roads two-way is a terrible, terrible mistake.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

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Also it will mean us losing our resident car parking spaces. Your representative suggests that we use

Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away.

The proposed access changes on Plough Way and the 2-way cycle highway in what is already a congested and narrow road (Lower Road) will make it all but impossible for Evelyn Ward residents to commute to work on local buses. Only a small, young, fit fraction of our residents can rely on cycling to work. Why is the remaining majority being ignored and having its commuting so heavily compromised in favour of a small cycling minority who end up using half of the road?

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support no left turn into Plough way, as it will make already the Plough Way (Hydro / Marine Wharf) shopping area undesirable to visit.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Banned turns will increase congestion

Cars travelling southbound on Plough Way cannot turn into Surrey Quays, and would have to follow the road around all the way to Surrey Quays Road.

Cars travelling northbound on Lower Road can only go to Surrey Quays. If a driver made a wrong turn, they will be forced to continue, potentially getting stuck in congestion entering Surrey Quays.

Banning the access to Plough Way left & right turns makes no sense, all it will do is increase traffic & pollution, totally unnecessary

Banned turns will lengthen journeys and cause congestion

Banned turns - forcing traffic down the same routes - local people will be forced to sit in traffic - local knowledge of roads helps reduce congestion as the drivers use alternate routes - take those away and your traffic doubles

I live on Plough Way, and drive my car to Tesco Extra in Surrey Quays once a week. Once Lower Road is operating in two directions, the best route would be to turn right out of Plough Way onto Lower Road, and proceed to Tesco. Coming home, I would turn left from Lower Road into Plough Way. As these plans stand, both of those turns are banned. I'm still trying to figure out what the legal option would be, but I think it is to go straight on from Plough Way, around the far side of Surrey Quays station, straight on to Seven Islands Leisure Centre, turn right and then drive the full length of the Surrey Quays Shopping Centre car park to get to Tesco. Going home I would have to follow the same route in reverse, because going out of the normal exit from Tesco would force me onto Lower Road and straight on past Plough Way. This would add an extra 1km onto the drive each way (I've just measured it on Google Maps), and increase the congestion and pollution on my extended diversion. Please can you find an alternative? For example, opening the emergency access gate at the end of Rope Street would mean I could avoid Lower Road altogether and get through to Salter Road that way.

Banned turns will increase traffic and pollution

The removal of the left turn out of Lower Road into Plough Way makes no sense and will only serve to add more congestion. Clearing the junction would make more sense to avoid bottlenecks with cars/lorries/ buses. Plough Way is a major road and congestion in the area will increase elsewhere, especially as the two rat runs such as Chilton Grove will also be blocked off.

Review the banned turns otherwise resulting in longer journeys.

Why have so many turnings been banned? I cannot see the advantage in this, only the frustration of residents forced to use congested roads to avoid banned turns.

Plough Way/Rotherhithe New Road link will increase congestion

Allowing traffic to cross the junction from Plough Way onto Rotherhithe New Road (1*) and allowing right turns from Lower Road onto Rotherhithe New Road (2*) is going to cause traffic jams on that junction...

The section of Rotherhithe New Road they will turn onto before the new traffic lights is very short. Only a few cars will be able to fit. This will cause (1*) and (2*) traffic to back up into the junction and block it from traffic and cyclists crossing via Lower Road. If this is to go ahead there should perhaps be a yellow box where cars are not allowed to be stationary in, similar to Jamaica road style - especially for section of road coming from Plough Way that traverses the cycle lane. The YouTube video traffic model shows a car stopping on the bike lane and this should be prevented.

Additionally, (2*) traffic will block cars behind from progressing South East on Lower Road causing a build-up of traffic behind on a street with many pedestrians which will cause extra pollution due to idling. This traffic may also turn right and block traffic driving North West up Lower Road cause more congestion further down.

These problems need to be addressed with either a yellow box area, an extra right turning lane for (2*) traffic, or potentially banning traffic turning right from Lower Road onto Rotherhithe New Road. Again, (1*) traffic must not be allowed to block the cycle highway!

There's no way to get to Chilton Grove. There's no way to turn into Plough Way from Lower Road. The only way to Lower Rd would be to go around through Rotherhithe Old Rd? This will certainly increase congestion in Rotherhithe Old Rd.

Again you are proposing removal of parking space. A lot of parking space to go is not acceptable without adequate replacement.

I do like the new pedestrian crossings on Lower Rd but that's about all I like on this proposal.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus\cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I

think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists
<p>If shopping at Surrey Quays cannot get home if live on the Plough Way peninsular as no left turn is permitted forcing unnecessary traffic to use Bestwood Street and Bush Road.</p> <p>No right turn permitted from Rotherhithe New Road into Lower Road as well as no left turn from Bestwood Street into Lower Road thus preventing any access to the bottom end of Lower Road. This will have a significant and detrimental impact on the shops based there. In addition in order for emergency vehicles predominantly ambulances to access Rose Court Residential care home they will have to undertake an illegal turn on all emergency calls causing risk of collisions with vehicle and cyclists. This was queried with Council officer who advised to access bottom part of lower road they would have to turn from Bush Road/ Bestwood Street into Trundleys, turn left behind Deptford Park and then back onto Evelyn Street to access Lower Road. Thereby placing additional vehicles and congestion into small residential streets as well as a non-traffic light control into and out of Trundleys</p>
<p>If you can't turn right onto lower road how do locals then drive to deal porters way ie the shopping centre - I can't see how you can go round the one way system - it seems you are completely blocking access for local residents to amenities</p> <p>there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area</p> <p>it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area</p>
<p>I am concerned that no right turn from Rotherhithe New Road into Lower Road will cause significantly increased traffic into Plough Way and Grove Street, which could be used as a cut through for those wishing to get onto Lower Road. This extra traffic could cause safety concerns on Grove Street, as well as changing the character of the area. The right turn from plough way onto grove street already gets quite busy.</p> <p>Following the new housing developments in Convoys Wharf and the surrounding areas this seems very likely to become a very congested area, which could cause air quality issues as well as safety issues especially around the youth centre and park.</p>

More and safer cycle infrastructure/ routes

Comments and or suggestions

it might be worth giving some kind of aid for cyclists turning right from lower road onto Rotherhithe new road (heading from redriff road to Oldfield grove).

it's unclear how a cyclist is supposed to right turn into bush road from east

Rotherhithe New Road junction is badly designed, More thought needs to be given to how people cycling get between Rotherhithe New Road and the Lower Road cycle track safely

Confused how cyclists turning left from Rotherhithe New Road are supposed to join the cycle lane on Lower Road. Are they supposed to be on the main carriage way here? Or go straight ahead and then turn once they've crossed the main carriage way? Won't the latter cause conflicts with pedestrians on the crossing?

Also no right turn into Lower Road for cyclists too? Seems people will try and do this and not catering for it is dangerous/ encourages antisocial cycling/ causes conflict.

on the advanced cycle stop lines from Rotherhithe new road join to lower Road you have a traffic island which would block a join onto the double cycle lanes if turning left, if you turn right you can see a safe join to the lanes

Vehicles may undertake vehicles turning right into Rotherhithe New Road where the cycle lane is not protected with potential for head-on collision with oncoming cyclists. Potentially add small traffic island in line with others to prevent this.

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

Could you consider where the mini zebras are located. Such that trees or other street furniture does not obstruct the sight line of people on foot or cycling when using the crossings. further trees and more cycle parking could be added.as well as a gap in the cycletrack kerb line to provide access to Cope Street
Rotherhithe Cycleway should be routed from Lower Road to Plough Way and onwards to Sweden Gate.
The bus lane always provided some protection from heavy traffic here but a segregated lane will be better. As with other sections, space for faster cyclists to overtake slower ones will be important, particularly while commuting. Otherwise it may drive cyclists on to the road sections, when they're short of time, or want to maintain a fast pace and fitness while cycle commuting.
As a resident off plough way when I drive (occasionally) the ban on turning left into plough way (coming south from lower road) will create a much longer journeys to get to and from town or to and from Tesco. However, I am happy to accept that increase if it means we have a much safer cycle infrastructure and focus on cycling and walking in the area. Therefore I support these changes.
We suggest the "No left turn into Bush Road" should have a cycle bypass be installed to allow this turn to be made on bicycle. For people cycling from Rotherhithe New road a gap in the kerb line of the protected cycleway on Lower road is needed to allow those in the left turn lane to join the cycleway. If this is not possible then the crossings should be make toucan crossings enabling people to join via them.
We suggest the "No left turn into Bush Road" should have a cycle bypass be installed to allow this turn to be made on bicycle. For people cycling from Rotherhithe New road a gap in the kerb line of the protected cycleway on Lower road is needed to allow those in the left turn lane to join the cycleway in both directions. If this is not possible then the crossings should be make toucan crossings enabling people to join via them. From Plough way cyclists should be exempt from restricted right turn into lower rd to allow them to join cycleway 4 westbound.
A protected cycle route between Lower Road and Oldfield Grove should be provided.
All advanced cycle stop boxes should have a cycle feeder lane to allow riders to access the stop box. Speed limit 20mph.
As a cyclist I commute this way and these plans would provide safety for all road users
2-way cycle/continuation of Cycle Superhighway 4 is a must.
Strongly support the segregated cycleway. I know so many people (mostly women) who live on/near Plough Way and are too scared to cycle without segregated cycleways. This will make me so happy when these cycleways are built! Very happy for the double yellow lines to be introduced.
These changes Two-way segregated cycleway along north-east side of Lower Road Cyclists will be exempt from banned turns Advance stop lines provided on Plough Way and Rotherhithe New Road will make it safer for cyclists.

More enforcement

Comments and or suggestions

Speed limits need to be enforced by speed cameras, as this is a dangerous road for pedestrians and cyclists.

How will the turning bans be enforced?

Banned turns are good in theory but without enforcement they're nothing

Not clear if cycleway and pavement will be separated by more than just paint.
Advance stop lines are a waste of paint as they are not enforced and are completely ignored by drivers.
Private forecourts? What is that referring to?
Support two way on Lower Road

Noise reduction

Comments and or suggestions

This junction today has only THREE possible directions of traffic. After proposed changes it will have EIGHT. This will REDUCE safety and increase noise and pollution.

The idea of making all roads two-way is a terrible, terrible mistake. First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road. Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution. Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

As a resident of this section of Lower Road, with a disabled partner (above knee amputee) nearby car parking access is essential to the basic quality of life. The proposals would present a severely detrimental change to day to day life. At present we can reliably park outside our house, especially as we have a blue badge. Local parking restrictions mean that Mon to Fri 8am until 6pm the car must be parked in a residents bay. More often though, my partner is at work so with a blue badge can park on a single yellow overnight and over the weekends. With the disability, a shorter the distance from car to home is essential. More so if bringing shopping or any load from the car. The proposals bring considerable doubt that a parking space would be available along this section. Furthermore, with the restrictions to access to Chilton Grove, it appears that there could be considerable difficulty, possibly danger and certainly significant additional time spent on the road when gaining access to the proposed inset parking when heading from the Rotherhithe tunnel/Surrey Quays shopping centre direction. And if the inset bay is full, where is there likely to be space to park - even more relevant if coming home with shopping.

In addition we see the proposals as significantly adding to noise, air and light pollution in the area. With a proposed two way flow of traffic with a crossing outside the property, we see this quickly filling with noisy and polluting stationary vehicles. This will mean that we are overlooked by people in cars at the first floor and also from the top floor of buses of the second floor. The proposed pedestrian crossing will add noise and light interference to our property, especially at night.

Furthermore we are concerned as to how delivery drivers/cabs/Uber can attend the property safely for everyone. At present these can take place for all without danger or inconvenience.

So, we are feeling that the proposals are to the severe detriment to our day to day lives. We suggest a way that improvements can be made with a significant reduction in the impact to us and our immediate community in the overview section.

Not enough done to reduce Plough Way traffic. It is already heavily used. Trucks constantly going at high speed with noise throughout the day and evening.

Something should be added to the plan to reduce speeds and noise.

Other

Comments and or suggestions

Not clear if cycleway and pavement will be separated by more than just paint. Advance stop lines are a waste of paint as they are not enforced and are completely ignored by drivers. Private forecourts? What is that referring to? Support two way on Lower Road
The banned turning movements and proposed two -way working are strongly supported.
Impossible to see how Plough Way is accessed. Existing bus 199 - how does that access Plough Way. Proposed street opposite Plough Way is too narrow for both way traffic.
Oxstalls Bridge needs to have a bus gate so drivers can't use it. Don't have the planned roundabout on Evelyn Street

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Again very good designs. Really good to see walking, cycling and buses properly given priority You've put the wrong artists impression in!
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Gap provided to enable contraflow for cyclists and protection from turning motor vehicles

Promote local economy

Comments and or suggestions

Please don't add more yellow lines, there's so many shops along here that people drive too.
I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business. I do not support no left turn into Plough way, as it will make already the Plough Way (Hydro / Marine Wharf) shopping area undesirable to visit. No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.
This scheme appears to make access to Plough Way extremely difficult. A restaurant is located there and deliveries are made from the restaurant. What account has been taken of this business?
If shopping at Surrey Quays cannot get home if live on the Plough Way peninsular as no left turn is permitted forcing unnecessary traffic to use Bestwood Street and Bush Road. No right turn permitted from Rotherhithe New Road into Lower Road as well as no left turn from Bestwood Street into Lower Road thus preventing any access to the bottom end of Lower Road. This will have a significant and detrimental impact on the shops based there. In addition in order for emergency vehicles predominantly ambulances to access Rose Court Residential care home they will have to undertake an illegal turn on all emergency calls causing risk of collisions with vehicle and cyclists. This was queried with Council officer who advised to access bottom part of lower road they would have to turn from Bush Road/ Bestwood Street into Trundleys, turn left behind Deptford Park and then back onto Evelyn Street to access Lower Road. Thereby placing additional vehicles and congestion into small residential streets as well as a non-traffic light control into and out of Trundleys
If you can't turn right onto lower road how do locals then drive to deal porters way ie the shopping centre - I can't see how you can go round the one way system - it seems you are completely blocking access for local residents to amenities there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area

Promote positive benefits of walking

Comments and or suggestions

Better for pedestrians

Reduce road conflict between users

Comments and or suggestions

Vehicles may undertake vehicles turning right into Rotherhithe New Road where the cycle lane is not protected with potential for head-on collision with oncoming cyclists. Potentially add small traffic island in line with others to prevent this.
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The cycle route from Rotherhithe New Road onto the cycle lanes on the far side of Lower Road needs to be very clearly marked and managed to avoid streams of cyclists, pedestrians and traffic clashing.
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Reduce crime and anti-social behaviour

Comments and or suggestions

Confused how cyclists turning left from Rotherhithe New Road are supposed to join the cycle lane on Lower Road. Are they supposed to be on the main carriage way here? Or go straight ahead and then turn once they've crossed the main carriage way? Won't the latter cause conflicts with pedestrians on the crossing?
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Also no right turn into Lower Road for cyclists too? Seems people will try and do this and not catering for it is dangerous/ encourages antisocial cycling/ causes conflict.
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there is no mention of bus routes ie the 199 - this is critical for those on plough way as it is the only route to take people to the tube stations - and even more so as its unsafe to walk at night/in the dark due to the crime rate ie muggings and theft in the area

it seems your plans have given no consideration to those that live on plough way and the roads off plough way ie rope street etc - it is not all about cyclists and what is convenient for them - why would you have a cycle path on redriff road/salter road as it wouldn't get much use as most cyclists go up lower road way into town - seems a complete waste of money and not helping the area in the slightest apart from causing chaos and making travel difficult for those that live in the local area
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Reduced on street parking

Comments and or suggestions

Opposed to parking reduction measures
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This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded The proposal also indicated parking bays, will these be accessible for all residents down lower road? If not what is your proposal for residents who currently park outside their property? Are you offering alternative parking, if so where? or are you offering a car scrap-page scheme? There is also an old persons home where ambulances regularly park to drop off residents, where will they be able to safely park to help elderly, disabled residents? This plan would lead to public safety concerns.
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Why are you planning for car parking for residents here and not in other areas?
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This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution.

Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

Please don't add more yellow lines, there's so many shops along here that people drive too.

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support no left turn into Plough way, as it will make already the Plough Way (Hydro / Marine Wharf) shopping area undesirable to visit.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

There's no way to get to Chilton Grove. There's no way to turn into Plough Way from Lower Road. The only way to Lower Rd would be to go around through Rotherhithe Old Rd? This will certainly increase congestion in Rotherhithe Old Rd.

Again you are proposing removal of parking space. A lot of parking space to go is not acceptable without adequate replacement.

I do like the new pedestrian crossings on Lower Rd but that's about all I like on this proposal.

Section 7/8 is removing residents parking - Parking has been part of this street for decades - what are the residents supposed to do? no alternatives have been provided.

New section should be designed to keep parking intact for residents. It is the only part of the whole movement plan that removes residents parking.

Suggestion: Remove bus lane on 7/8 - widen road and introduce 2 way traffic - add a single cycle lane both lanes with no raised curb, introduce a cycleway cross from 6/7 and additional cycleway cross for 7/8 - then bike to the segregated bus lane from section 9 onwards.

As a resident of this section of Lower Road, with a disabled partner (above knee amputee) nearby car parking access is essential to the basic quality of life. The proposals would present a severely detrimental change to day to day life. At present we can reliably park outside our house, especially as we have a blue badge. Local parking restrictions mean that Mon to Fri 8am until 6pm the car must be parked in a residents bay. More often though, my partner is at work so with a blue badge can park on a single yellow overnight and over the weekends. With the disability, a shorter the distance from car to home is essential. More so if bringing shopping or any load from the car. The proposals bring considerable doubt that a parking space would be available along this section. Furthermore, with the restrictions to access to Chilton Grove, it appears that there could be considerable difficulty, possibly danger and certainly significant additional time spent on the road when gaining access to the proposed inset parking when heading from the Rotherhithe tunnel/Surrey Quays shopping centre direction. And if the inset bay is full, where is there likely to be space to park - even more relevant if coming home with shopping.

In addition we see the proposals as significantly adding to noise, air and light pollution in the area. With a proposed two way flow of traffic with a crossing outside the property, we see this quickly filling with noisy and polluting stationary vehicles. This will mean that we are overlooked by people in cars at the first floor and also from the top floor of buses of the second floor. The proposed pedestrian crossing will add noise and light interference to our property, especially at night.

Furthermore we are concerned as to how delivery drivers/cabs/Uber can attend the property safely for everyone. At present these can take place for all without danger or inconvenience.

So, we are feeling that the proposals are to the severe detriment to our day to day lives. We suggest a way that improvements can be made with a significant reduction in the impact to us and our immediate community in the overview section.

sections 7/8 removes residents parking spaces. This will have a detrimental effect on residents, families, older people and will also affect the care home.

You cannot just remove the parking and affect the residents. Parking has been available on these streets for many decades.

Two way traffic will increase pollution, make the roads more dangerous, affect the living environment for all the families on the street, increase accidents (very low at the moment), have an effect on the fabric of the buildings on this road due to increased traffic of buses and other vehicles.

New section should be designed to keep parking intact for residents. It is the only part of the movement plan that removes the parking spaces.

The cycle traffic on this road is minimum and there have not been any accidents between cyclists and buses on this stretch of road.

Support for parking reduction measures

This is great as parking on those roads are very dangerous for cyclists.

Strongly support the segregated cycleway.

I know so many people (mostly women) who live on/near Plough Way and are too scared to cycle without segregated cycleways.

This will make me so happy when these cycleways are built!

Very happy for the double yellow lines to be introduced.

Safer speeds

Comments and or suggestions

Shame to lose the left turn into Plough Way, but it seems the 199 will still be able to serve Lower Road so seems okay. Definitely approve of reduced traffic speeds!

All advanced cycle stop boxes should have a cycle feeder lane to allow riders to access the stop box. Speed limit 20mph.

Not enough done to reduce Plough Way traffic. It is already heavily used. Trucks constantly going at high speed with noise throughout the day and evening.

Something should be added to the plan to reduce speeds and noise.

Speed limits need to be enforced by speed cameras, as this is a dangerous road for pedestrians and cyclists.

Safety

Comments and or suggestions

Inconvenience to emergency response vehicles

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. The proposal also indicated parking bays, will these be accessible for all residents down lower road? If not what is your proposal for residents who currently park outside their property? Are you offering alternative parking, if so where? or are you offering a car scrap-page scheme? There is also an old person's home where ambulances regularly park to drop off residents, where will they be able to safely park to help elderly, disabled residents? This plan would lead to public safety concerns.

Stop making our lives a misery by these constant changes that make travelling around our city more difficult, increasing our journey times and creating more pollution than there is at the moment by creating more traffic jams and increasing emergency response times.

If shopping at Surrey Quays cannot get home if live on the Plough Way peninsula as no left turn is permitted forcing unnecessary traffic to use Bestwood Street and Bush Road. No right turn permitted from Rotherhithe New Road into Lower Road as well as no left turn from Bestwood Street into Lower Road thus preventing any access to the bottom end of Lower Road. This will have a significant and detrimental impact on the shops based there. In addition in order for emergency vehicles predominantly ambulances to access Rose Court Residential care home they will have to undertake an illegal turn on all emergency calls causing risk of collisions with vehicle and cyclists. This was queried with Council officer who advised to access bottom part of lower road they would have to turn from Bush Road/ Bestwood Street into Trundleys, turn left behind Deptford Park and then back onto Evelyn Street to access Lower Road. Thereby placing additional vehicles and congestion into small residential streets as well as a non-traffic light control into and out of Trundleys.

Two way traffic/banned turns will reduce safety

This was tried many years ago and failed as being very dangerous - taking into consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen.

This junction today has only THREE possible directions of traffic. After proposed changes it will have EIGHT. This will REDUCE safety and increase noise and pollution.

The idea of making all roads two-way is a terrible, terrible mistake.

First, the plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Second, it moves traffic from already lightly jammed Lower Road into heavily jammed Bush Road.

Third, there is no rationale for making part of Lower Road bus and cycle only. This will redirect all of

the traffic into Rotherhithe Old Road. This achieves nothing and creates an unfair burden on the people who live on Rotherhithe Old Road.
Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

sections 7/8 removes residents parking spaces. This will have a detrimental effect on residents, families, older people and will also affect the care home.

You cannot just remove the parking and affect the residents. Parking has been available on these streets for many decades.

Two way traffic will increase pollution, make the roads more dangerous, affect the living environment for all the families on the street, increase accidents (very low at the moment), have an effect on the fabric of the buildings on this road due to increased traffic of buses and other vehicles.

New section should be designed to keep parking intact for residents. It is the only part of the movement plan that removes the parking spaces.

The cycle traffic on this road is minimum and there have not been any accidents between cyclists and buses on this stretch of road.

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Other concerns/suggestions

The no turn left into plough way will create a lot of problems. Put a traffic light for cyclist.
Considering that the cycleway will not have heavy traffic, blocking the turn left into plough way is unnecessary. It would force cars and motorbikes to drive longer to join plough way (which creates more pollution and reduce safety).

Cyclist will attempt to turn right from Lower Road (southeast bound) into Rotherhithe New Road in order to reach Oldfield Grove and the cycle route down to Surrey Canal Road / Millwall Stadium.
Please add a few seconds to the traffic light phasing to allow cyclists to safely clear the junction when doing a right turn manoeuvre, or design enough space for cyclists to do a "two stage right" from Lower Road (southeast bound) to Rotherhithe New Road.

Please use a clearly different coloured tarmac on the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in two way cycle tracks as it is the same colour and width as general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.

Speed limits need to be enforced by speed cameras, as this is a dangerous road for pedestrians and cyclists.

As a resident of this section of Lower Road, with a disabled partner (above knee amputee) nearby car parking access is essential to the basic quality of life. The proposals would present a severely detrimental change to day to day life. At present we can reliably park outside our house, especially as we have a blue badge. Local parking restrictions mean that Mon to Fri 8am until 6pm the car must be parked in a residents bay. More often though, my partner is at work so with a blue badge can park on a single yellow overnight and over the weekends. With the disability, a shorter the distance from car to home is essential. More so if bringing shopping or any load from the car. The proposals bring considerable doubt that a parking space would be available along this section. Furthermore, with the restrictions to access to Chilton Grove, it appears that there could be considerable difficulty, possibly danger and certainly significant additional time spent on the road when gaining access to the proposed inset parking when heading from the Rotherhithe tunnel/Surrey Quays shopping centre direction. And if the inset bay is full, where is there likely to be space to park - even more relevant if coming home

with shopping.

In addition we see the proposals as significantly adding to noise, air and light pollution in the area. With a proposed two way flow of traffic with a crossing outside the property, we see this quickly filling with noisy and polluting stationary vehicles. This will mean that we are overlooked by people in cars at the first floor and also from the top floor of buses of the second floor. The proposed pedestrian crossing will add noise and light interference to our property, especially at night.

Furthermore we are concerned as to how delivery drivers/cabs/Uber can attend the property safely for everyone. At present these can take place for all without danger or inconvenience.

So, we are feeling that the proposals are to the severe detriment to our day to day lives. We suggest a way that improvements can be made with a significant reduction in the impact to us and our immediate community in the overview section.

I am concerned that no right turn from Rotherhithe New Road into Lower Road will cause significantly increased traffic into Plough Way and Grove Street, which could be used as a cut through for those wishing to get onto Lower Road. This extra traffic could cause safety concerns on Grove Street, as well as changing the character of the area. The right turn from plough way onto grove street already gets quite busy.

Following the new housing developments in Convoys Wharf and the surrounding areas this seems very likely to become a very congested area, which could cause air quality issues as well as safety issues especially around the youth centre and park.

Believes that scheme will increase safety

Improved safety and experience for pedestrians and local residents.

About time, this is a dangerous junction at the moment.

It would be great to make this area safer.

The proposed no left turn into Plough Way will greatly improve safety for cyclists

As a cyclist I commute this way and these plans would provide safety for all road users

I agree, this addition of an inset parking bay, and double yellow line will increase the safety of cyclists and car users. At the moment, cars are parked within the traffic, and people accessing their cars and turning into traffic is currently very unsafe.

Segregated space for walking, cycling & driving

Comments and or suggestions

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

Strongly support the segregated cycleway.

I know so many people (mostly women) who live on/near Plough Way and are too scared to cycle without segregated cycleways.

This will make me so happy when these cycleways are built!

Very happy for the double yellow lines to be introduced.

Segregated two way cycle track on Lower road is great, but this needs to be woven into the existing cycling network, it cannot stand in isolation. Cycle route 425 currently goes through Rotherhithe New Road and into Plow Way. This needs to be maintained and people cycling on this route must be afforded the same protection as people cycling on Lower Road. Additionally the easternmost pedestrian crossing on the Lower Road junction is much too far back from the junction and the pedestrian desire line of people walking from New Road into Plow Way.

The cycle route from Rotherhithe New Road onto the cycle lanes on the far side of Lower Road needs to be very clearly marked and managed to avoid streams of cyclists, pedestrians and traffic clashing.

Cyclist will attempt to turn right from Lower Road (southeast bound) into Rotherhithe New Road in order to reach Oldfield Grove and the cycle route down to Surrey Canal Road / Millwall Stadium. Please add a few seconds to the traffic light phasing to allow cyclists to safely clear the junction when doing a right turn manoeuvre, or design enough space for cyclists to do a "two stage right" from Lower Road (southeast bound) to Rotherhithe New Road.

Please use a clearly different coloured tarmac on the cycle track where it crosses this junction. When the cycle track is a different colour from the main carriageway it helps cyclists navigate complex junctions, communicates to vehicles that the cycle track is not a general traffic lane, and alerts drivers to the presence of cyclists crossing the side road carriageway. It is an incredibly effective way to avoid confusion and increase safety of all road users. Many times cyclists have observed people driving in

two way cycle tracks as it is the same colour and width as general traffic lanes and therefore many drivers assume it is part of the road. This is extremely dangerous, especially on a two way cycle track. Waltham Forest have used a red dyed tarmac for their new two-way cycle tracks around the remodelled Whipps Cross roundabout - you could use similar red or blue dyed tarmac here where the cycle track crosses side roads and complex junctions,.

The bus lane always provided some protection from heavy traffic here but a segregated lane will be better. As with other sections, space for faster cyclists to overtake slower ones will be important, particularly while commuting. Otherwise it may drive cyclists on to the road sections, when they're short of time, or want to maintain a fast pace and fitness while cycle commuting.

Segregation between cyclist and pedestrians

Comments and or suggestions

Not clear if cycleway and pavement will be separated by more than just paint.
Advance stop lines are a waste of paint as they are not enforced and are completely ignored by drivers.
Private forecourts? What is that referring to?
Support two way on Lower Road

Traffic reduction

Comments and or suggestions

Believes that scheme will increase traffic on side roads

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.
My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus\cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more

dangerous for cyclists
<p>This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a "short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution.</p> <p>Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .</p>
<p>I strongly oppose this is if it leads to increased traffic on Plough Way, as your modelling suggests is the intention. Some traffic, especially buses, is acceptable but an increase in traffic would be a poor outcome for residents who live along it.</p>
<p>Not enough done to reduce Plough Way traffic. It is already heavily used. Trucks constantly going at high speed with noise throughout the day and evening. Something should be added to the plan to reduce speeds and noise.</p>
<p>artists-impression-7-1.jpg shows in the background an appalling impression of the space between 196 Lower Road (pawnbrokers) and 1a1b Rotherhithe New Road - it becomes totally dominated by cars with two of the lanes squeezed into a 5.85M road leaving no space for cyclists whatsoever. This is in contrast to the CW4 foreground. Again, it shows a design disdain for west of A200. You have not shown the waiting times for the pedestrian crossing and pedestrians do not want to be kept waiting more than 30secs and certainly not when they have to use TWO crossing to get across the A200. This is a real lack of aspiration to replace two pedestrian crossing with one. In part, I believe because you do not wish to spend money in this location and prefer to spend large sums of money on the Ann Moss Way public realm and Lower Road east side public Realm improvements. Rarely on the west of anything - is it?</p> <p>Remove "No right turn into Lower Road" from Plough Way and permit right turn into Lower Road (and allow two way traffic to drive past Surrey Quays Station along Lower Road) to ensure you do not create another version of the gyratory that forces traffic from Plough way wishing to head north to drive along Rotherhithe New Road and then turn right into Rotherhithe Old Road where you are required by policy and objective to reduce motor traffic using Rotherhithe Old Road and not increase it.</p>
<p>Rotherhithe New Road is made too narrow for cyclists. There will be far too much traffic using Rotherhithe New Road. Allow traffic to use Lower Road two way all the way along and up to China Hall. The CWAAP says make Lower Road two way.</p>
<p>You're making all the snow left my right turns and expense of motorists for cyclists cyclist do not carry people from a to be a door-to-door service so everybody has to suffer being unable to turn left and rights you are just going to make gridlock do you not learn from our mistakes that this government and TfL have made you cancels seem to think you are on the road they are the Queens Highway they are there for everybody not just for the privilege to few that can cycle</p>

Accessible for all

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

This will increase the traffic by at least 100% creating extra noise and pollution. Your representative states that it will only be local traffic as it only goes as far as Redriff Road, but as you are making Bestwood st a two way road creating extra congestion, this will result in Lower road being used as a

"short cut" . Traffic will turn right into Redriff Road and go through either the shopping centre or "down town" to gain access to Jamaica Road. We will also have 2 bus routes and all the delivery lorries and vans for Surrey Quays using this new route. Currently we only really experience heavy traffic during the evening rush hour. This new route will mean that we will now have heavy traffic from early morning till after evening rush hour, creating extra noise and pollution.

Also it will mean us losing our resident car parking spaces. Your representative suggests that we use Plough Way or Croft st. to park. If you visit either of these streets at any time you will find that there are no spare spaces available, in fact the current situation with parking is difficult for these residents as it is, so this is something which is not possible. Under the new proposals if you remove the residents parking, there is no provision for deliveries or maintenance, which is essential for the residents. I am 62 years of age, so rely on my car for shopping and looking after my grandson, so personally, will find it particularly difficult to have to park streets away .

As a resident of this section of Lower Road, with a disabled partner (above knee amputee) nearby car parking access is essential to the basic quality of life. The proposals would present a severely detrimental change to day to day life. At present we can reliably park outside our house, especially as we have a blue badge. Local parking restrictions mean that Mon to Fri 8am until 6pm the car must be parked in a residents bay. More often though, my partner is at work so with a blue badge can park on a single yellow overnight and over the weekends. With the disability, a shorter distance from car to home is essential. More so if bringing shopping or any load from the car. The proposals bring considerable doubt that a parking space would be available along this section. Furthermore, with the restrictions to access to Chilton Grove, it appears that there could be considerable difficulty, possibly danger and certainly significant additional time spent on the road when gaining access to the proposed inset parking when heading from the Rotherhithe tunnel/Surrey Quays shopping centre direction. And if the inset bay is full, where is there likely to be space to park - even more relevant if coming home with shopping.

In addition we see the proposals as significantly adding to noise, air and light pollution in the area. With a proposed two way flow of traffic with a crossing outside the property, we see this quickly filling with noisy and polluting stationary vehicles. This will mean that we are overlooked by people in cars at the first floor and also from the top floor of buses of the second floor. The proposed pedestrian crossing will add noise and light interference to our property, especially at night.

Furthermore we are concerned as to how delivery drivers/cabs/Uber can attend the property safely for everyone. At present these can take place for all without danger or inconvenience.

So, we are feeling that the proposals are to the severe detriment to our day to day lives. We suggest a way that improvements can be made with a significant reduction in the impact to us and our immediate community in the overview section.

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded The proposal also indicated parking bays, will these be accessible for all residents down lower road? If not what is your proposal for residents who currently park outside their property? Are you offering alternative parking, if so where? or are you offering a car scrap-page scheme? There is also an old persons home where ambulances regularly park to drop off residents, where will they be able to safely park to help elderly, disabled residents? This plan would lead to public safety concerns.

London taxis must be given access to prevent discrimination against the disabled and elderly

Allow taxi access

Comments and or suggestions

Taxis allowed access

Where buses go taxis go

Allow taxis!!

Allow taxi access

TFL TOTALLY FAILING LONDON
BLACK CABS NEED ALL ACCESS

Taxis to be given access

Excluded from No Turns

Black taxi access is essential

Taxi access to all turns must be maintained

This will just make my job more difficult and more expensive for customers who in the long run will not get taxis this making me unemployed.

London taxis must be given access to prevent discrimination against the disabled and elderly

London still need to drive as directed by the paying customers.

Taxi access demanded

Let taxis have the left turn into Plough Way.

Continues on Section 7

See artist's impression #8a

Chilton Grove

No vehicle access to Chilton Grove from Lower Road, except cyclists

Cycleway 4 : Segregated two-way cycleway, replaces bus lane

Lower Road

New signalised pedestrian crossing

New double yellow lines

Lower Road becomes two-way

Croft Street one way in only, except cyclists

Cycle priority across side road and new raised junction

Croft Street

Removal of trees to provide suitable pavement width

New signalised junction layout with simplified pedestrian crossing arrangement

Evelyn Street

See artist's impression #8b

New double yellow lines

New advanced cycle stop line

No right turn into Croft Street, except cyclists

No left turn into Lower Road, except cyclists

New shared use area for pedestrians and cyclists

Cyclists enter Bestwood Street via Toucan crossing

Bestwood Street

Proposed continue towards Dapford & Greenwich

Continues on Section 8

Comments and or suggestions

Improve air quality

Believes that scheme will not improve air quality

This plan will also cut two trees down (with zero replacements) while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution levels. There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.

There is a Victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going through those areas it will be dangerous. Are you replacing the Victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents?

Where do you expect residents located here to park their car?
Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!
I strongly oppose to a two way system and the removal of residents car parking. The two way system will create at least 100% increase in noise and pollution. We will have two bus routes starting from early hours of the morning till late at night and all the delivery lorries and vans going to Surrey Quays using this new route. We will also have the extra traffic from Bestwood st new two way road as Lower Road will be used as a "short cut" with traffic turning right at Redriff Road and using the shopping centre of "down town" to gain access to Jamaica Road. Currently we only really experience heavy traffic in the evening rush hour, This new scheme will mean that it will now start at 6 am and go on till midnight. With regards to lose of residents car parking. We have no alternatives as Croft st and Plough way are already struggling with sufficient spaces. I am 62 years old and rely on parking outside my house for shopping, deliveries, maintenance and looking after my 1yr old grandson. I cannot park several streets away and get heavy shopping and all the equipment required for my grandson to the house. There has been no thought for the residents of Lower Road in this scheme. It will affect our lives and health.
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****
How can you block off Plough Way & then block off & then block off Chiltern street & Croft street ? How are people supposed to access those streets in the area ? Again it doesn't make sense, only increases traffic & pollution for no reason
Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.
Increased congestion & pollution
not only will the resident lose their car parking spaces, it will create a noisier, busier and more polluted atmosphere for the existing residents. There is no allowance for maintenance or delivery vehicles with any loading bays. These are old house circa 1850 that were not built to withstand all the extra lorries etc making deliveries to Surrey Quays as this will now be the route used for these vehicles. Also we will have 2 extra bus routes which will commence from early morning until late at night, 188 being a 24 hour service. There is no feasible alternative parking arrangements. Your plan as I understand to use Croft St and Chiltern Grove as an alternative. I have been checking these roads on odd occasions during the last few weeks and it is very rare to find any spare car spaces available. Your study for the car parking in that area is from May 2013 which is totally out of date and needs revision
Traffic lights slows traffic and steals time from residents, not to mention increased pollution and noise of engines idle! Stick with the roundabouts.
I do not support no car access to/from Chilton Grove and Croft street, as this will increase driving times, pollution and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.
I do not support cyclists sharing pedestrian's area.
No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Dear Sirs,

In consideration of the given proposal I take the pleasure in giving my serious concerns for this new above proposal.

General Assessment

1. The proposed two way cycle pathway is not designed to improve the traffic flow in Lower Road. The original design of the existing roadway makes no allowance for this encroachment of the traffic flow. It is suggested, that , the road lane should be shared use by both Bus traffic and bicycle traffic. The amount of bicycle traffic is at present is very low, indeed. It is only used in a meaningful way for about two hours during the early evening traffic . During the day there is hardly any bicycle traffic on the road, mitigating the use of a double way bicycle roadway.
2. The proposed two way road traffic on Lower Road is not considered a beneficial design. Under such a scenario the traffic is expected to double with an increased risk to personal health due to increased noise and air pollution with resultant risk to personal safety.
3. Removal of available car parking facilities, as proposed, has a substantial negative effect to disabled residents, in addition to limiting access to services vehicles.
4. It is suggested that the car parking facilities are retained, as is. This would leave the remaining traffic with two usable traffic lanes and the a third traffic lane for the use of Buses, bicycles. Vehicular traffic could, at odd occasion, make use of this lane.
5. I is suggested that Lower Road is used for single direction bicycle flow with bus traffic sharing that road lane. A single directional Car lane, making use of two lanes to facilitate overtaking of motor vehicles. Parking bays to remain for resident parking only and providing services vehicle access and disabled car access to homes.
6. A second single bicycle lane could be used along the Best-wood Road to Surrey Quays Overground Station to facilitate two directional bicycle traffic.
7. The present Bus Stop can be retained under the revised suggestions.

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

Believes that scheme will improve air quality

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Other suggestions to improve air quality

Love the floating tree lol

The view north is looking very harsh - too many hard surfaces. Air quality is terrible along Lower Road - if you can get some planting to mitigate it in that would be good.

Crossing roads is easy and safe

Comments and or suggestions

In support of new crossings

Support new pedestrian crossings and double yellow lines

Not clear if cycleway and pavement will be separated by more than just paint.

Strongly support Chiltern Grove junction being closed to vehicles and new double yellow lines.

Strongly support new Toucan crossing at Bestwood Street junction.

Suggestions to improve crossing facilities

There needs to be a pedestrian crossing between the two Bestwood street bus stops (between

McDonalds and Mama Pho). Hundreds of people cross the street every day and currently walk across live traffic.

The nearest crossings are either in the opposite direction (south of Mama Pho) or too far (north of McDonalds), beyond the bus stop (buses going towards Canada Water)

Needs new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. Need a pedestrian crossing between junction of east side of lower road and croft road, and west side of lower road. Otherwise people from the east side of lower road wanting to use the convenience shop on the corner of bestwood street need to cross in 2 steps.

Do not remove the zebra crossings.

You are putting in new zebra crossings at Redriff Road and Salter Road but removing them here.

Why? It is wrong. Make sure pedestrians are the priority.

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

No roads should be closed to benefit cycles and disadvantage other road users. The cycle lanes will be under used. The cycles will use the road space waste of money.

I oppose the replacement of the bus lane with a cycle lane. There are many more bus users than cyclists.

Dear Sirs,

In consideration of the given proposal I take the pleasure in giving my serious concerns for this new above proposal.

General Assessment

1. The proposed two way cycle pathway is not designed to improve the traffic flow in Lower Road. The original design of the existing roadway makes no allowance for this encroachment of the traffic flow. It is suggested, that , the road lane should be shared use by both Bus traffic and bicycle traffic. The amount of bicycle traffic is at present is very low, indeed. It is only used in a meaningful way for about two hours during the early evening traffic . During the day there is hardly any bicycle traffic on the road, mitigating the use of a double way bicycle roadway.

2. The proposed two way road traffic on Lower Road is not considered a beneficial design. Under such a scenario the traffic is expected to double with an increased risk to personal health due to increased noise and air pollution with resultant risk to personal safety.

3. Removal of available car parking facilities, as proposed, has a substantial negative effect to disabled residents, in addition to limiting access to services vehicles.

4. It is suggested that the car parking facilities are retained, as is. This would leave the remaining traffic with two usable traffic lanes and the a third traffic lane for the use of Buses, bicycles. Vehicular traffic could, at odd occasion, make use of this lane.

5. I is suggested that Lower Road is used for single direction bicycle flow with bus traffic sharing that road lane. A single directional Car lane, making use of two lanes to facilitate overtaking of motor vehicles. Parking bays to remain for resident parking only and providing services vehicle access and disabled car access to homes.

6. A second single bicycle lane could be used along the Best-wood Road to Surrey Quays Overground Station to facilitate two directional bicycle traffic.

7. The present Bus Stop can be retained under the revised suggestions.

Don't support and don't see benefit of road closures

Comments and or suggestions

I don't live there so road closures won't affect my journey home. But local residents may object to reduced access to their homes.

No roads should be closed to benefit cycles and disadvantage other road users. The cycle lanes will be under used. The cycles will use the road space waste of money.

I am very concerned about access to Plough Way. Plough Way seems to be cut off from the rest of the Rotherhithe peninsula.

Again, a number of banned turns. Why? These roads are low use, why not allow easy access rather than funnelling motorists onto congested roads, increasing the problem
Oppose as residents of croft street will have to bear all traffic for Chilton grove and plough way
I do not support no car access to/from Chilton Grove and Croft street, as this will increase driving times, pollution and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business. I do not support cyclists sharing pedestrian's area. No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.
Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services. Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists. Blocking off access from Chilton Grove to Lower Road will create a bottleneck on Yeoman St/Plough Way. Vehicles coming south from Evelyn St will make Croft St a rat-run, and will see a lot of traffic using Chilton Grove to turn around. The loss of parking in Chilton Grove will be a major issue for residents who live there.
What will be done in Chilton Grove to prevent grid locked traffic if it is closed to Lower Road? This will be caused by the frequent presence of waste collection vehicles, delivery vehicles and vehicles attending emergencies in Chilton Grove. Chilton Grove should not be closed to Lower Road unless provision is made for vehicles to turn around allowing them to exit the dead end. Given that the amount of housing is currently being increased in Chilton Grove under a Southwark council initiative, there will be an increase in residents vehicles, delivery trucks, removal and waste collection vehicles etc. How will these turn around to exit Chilton Grove from the Lower Road end? With this new proposed design it is highly likely that Chilton Grove will frequently be blocked preventing exit by residents in their vehicles.
No direct access for Lewisham and Southwark residents creating a longer and more time consuming route. Only access being plough Way. This will increase emergency vehicle response times to the detriment of large areas in and around Plough Way (who will also have to try and negotiate parked vehicles and narrow roads to get to the premises) To gain access left into Croft Street you need to either U-turn in Plough Way to turn left into Lower Road or to drive around the entire Rotherhithe peninsular to turn left into Lower Road as there is no left or right turn into the bottom end of Lower Road as mentioned before.
There do not seem to be any advantages to this two way scheme. The banned left turn into lower road makes no sense other than to skew flow for modelling purposes.
Motor vehicle should be able to exit among other issues
Left turn banned from Bestwood Street into Lower Road I don't understand why it is not possible to turn left as those who get confused with the new layout will end up creating more congestion by driving around in circles.
Please don't close Chilton Grove at the junction with Lower Road. Please don't make Croft Street one way

Easy and safe to cycle
Comments and or suggestions
Suggestions to improve ease and safety of cycling
This is one of the scariest parts of my commute currently. Especially heading East on the evening commute - traffic merges into the left hand lane where there is currently a pedestrian crossing by the intersection of Lower Road and Croft Street - leaving no room for cyclists. The road quality is also terrible - with many pot holes etc.
Shared use can be quite challenging. Could you maybe make it easier for cyclists to use the road if that's what they want to do?
Believes that proposals will improve safety for cyclists
Better and safer for pedestrians and cyclists
Need my children to be able to cycle safely here!

Very important to improve safety for cyclists and reduce the risk from cars.

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Believes that scheme will increase rat-runs

Dear Heidi & Will

Hope you are both well

I have serious concerns about the plans for Cycleway 4 and the increase in traffic around Sir Francis Drake Primary School. LB Southwark are consulting on creating two way streets in the Lower Road area alongside Cycleway 4. This includes Bestwood Street on LB Lewisham's northern border.

<https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/>

Bestwood Street which will become a 2-way street under the proposals. Bestwood

Street was the location of a cyclist fatality last year. Some of

Bestwood Street is in Lewisham. Residents on Trundleys Road wanted to have Trundley's Road

included in the Deptford Parks Liveable Neighbourhood (DPLN) Project. DPLN has limited scope. LB

Southwark's plans for Bestwood street will

increase rat-running on Trundleys Road past Sir Francis Drake Primary School which is on a residential street.

Southwark's proposals to make Bestwood Street 2-way will have a huge impact on Trundleys Road. It will undoubtedly become a worsened rat run under Southwark's proposed scheme. This will reduce the efficacy of DPLN.

There is a solution that will work for all the issues highlighted over the last few years on Trundleys Road. Close the north end of Trundley's Road to all traffic except busses (bus gate for the 253 route) and cycles. This will not stop Trundley's roads residents accessing their homes by car via Alloa Road, Scawen Road/Kezia Street & Grinstead Road. The road would be more pleasant and liveable for residents. In addition build-outs with trees can be introduced on the junctions of John Silkin Lane, Alloa Road & Kezia Street. Buildouts can be introduced for the two bus stops on the east side of the street. This will bring much needed greenery to the street and make it healthier and more pleasant. CPZ is, as with most of the area, required to reduce non-resident parking overall.

Please pay attention to this junction. An opportunity presents itself with LB Southwark/TfL road reconfiguration on Bestwood Street. Let's not miss another Healthy Streets opportunity.

Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services.

Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists.

Blocking off access from Chilton Grove to Lower Road will create a bottleneck on Yeoman St/Plough Way. Vehicles coming south from Evelyn St will make Croft St a rat-run, and will see a lot of traffic using Chilton Grove to turn around.

The loss of parking in Chilton Grove will be a major issue for residents who live there.

Good to see road closures - more of these please Southwark to stop rat running!

Does not support banned turns

There doesn't seem to be much alternatives provided for vehicles to gain access to Plough Way with these bans

Chilton Grove and Croft Street need to retain access for vehicles to lower road, traffic will be funnelled into Plough Way if this goes ahead and it also restricts access for emergency services.

How can you block off Plough Way & then block off & then block off Chiltern street & Croft street ? How are people supposed to access those streets in the area ? Again it doesn't make sense, only increases traffic & pollution for no reason

Freight/deliveries management (off street/ reduce/ timing)

Comments and or suggestions**Does not see benefit of scheme due to reduced delivery access**

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this? How can a car progress from Croft Street to Redriff Road within this proposal? how would a resident with a car get from Evelyn street to croft street? how do residents get deliveries? some elderly or disabled residents receive food deliveries, how can this be accommodated within this proposal as there is no parking, this proposal could possibly discriminate against the elderly. What consideration has been given to the PSSED?

This plan will also cut two trees down (with zero replacements) while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution levels.

There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.

I strongly oppose to a two way system and the removal of residents car parking.

The two way system will create at least 100% increase in noise and pollution. We will have two bus routes starting from early hours of the morning till late at night and all the delivery lorries and vans going to Surrey Quays using this new route. We will also have the extra traffic from Bestwood st new two way road as Lower Road will be used as a "short cut" with traffic turning right at Redriff Road and using the shopping centre of "down town" to gain access to Jamaica Road. Currently we only really experience heavy traffic in the evening rush hour, This new scheme will mean that it will now start at 6 am and go on till midnight. With regards to lose of residents car parking. We have no alternatives as Croft st and Plough way are already struggling with sufficient spaces. I am 62 years old and rely on parking outside my house for shopping, deliveries, maintenance and looking after my 1yr old grandson. I cannot park several streets away and get heavy shopping and all the equipment required for my grandson to the house. There has been no thought for the residents of Lower Road in this scheme. It will affect our lives and health.

not only will the resident lose their car parking spaces, it will create a noisier, busier and more polluted atmosphere for the existing residents. There is no allowance for maintenance or delivery vehicles with any loading bays. These are old house circa 1850 that were not built to withstand all the extra lorries etc making deliveries to Surrey Quays as this will now be the route used for these vehicles. Also we will have 2 extra bus routes which will commence from early morning until late at night, 188 being a 24 hour service. There is no feasible alternative parking arrangements. Your plan as I understand to use Croft St and Chiltern Grove as an alternative. I have been checking these roads on odd occasions during the last few weeks and it is very rare to find any spare car spaces available. Your study for the car parking in that area is from May 2013 which is totally out of date and needs revision

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

Greenery & green open space**Comments and or suggestions****Requests to increase/maintain planted trees**

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this? How can a car progress from Croft Street to Redriff Road within this proposal? how would a resident with a

car get from Evelyn street to croft street? how do residents get deliveries? some elderly or disabled residents receive food deliveries, how can this be accommodated within this proposal as there is no parking, this proposal could possibly discriminate against the elderly. What consideration has been given to the PSSED?

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There was recently a tragic death at this point in the road. This plan appears to exacerbate the potential for this to happen again as there will not be a dedicated crossing point. Happy to see cycle paths but I am truly bemused that the best way to do this is to a) remove the bus lane, b) make the road a two way street and c) restrict car parking for residents. You are removing two trees and not replacing them in this area. I know the plan includes other planting but it isn't here. Why are you willing to sacrifice the health of residents at this location but not others? I have a respiratory health condition that is worsened by air pollution, your plan would undoubtedly make it worse and potentially kill me.

There is a victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going through those areas it will be dangerous. Are you replacing the victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents?

Where do you expect residents located here to park their car?

Replace the trees and don't add yellow line, they are not needed.

I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety

However I would advocate for the existing trees to be displaced rather than omitted altogether

Plant more new trees to compensate for the 2 removed.

Any chance these two trees that'll have to be removed can be replanted somewhere? That would be great.

Room for more tree planting?

I don't think that cyclists belong on footpath. They will have their own dedicated lanes so you should keep them in those.

I disagree sharing footpath with cyclist. It's a bad idea encouraging and empowering cyclists to go on any footpath and disturbing pedestrians.

Your plan removed lots of parking spaces again. Where is adequate replacement for these?

Where did the bus stop from Lower Rd/Plough Way disappeared? Where it's been placed?

I don't see the necessity to remove both trees at the end of Lower Rd and corner of Croft Street. You want to support the greenery yet you proposed to remove both trees.

I would strongly suggest to keep at least one of these trees as they provide shade and cool down the pedestrians and traffic during the spring, summer and autumn.

Croft Street: don't remove trees. Why are there suddenly 2 car lanes going from one into just one?

This will cause road rage. Stick with one lane and use space to widen pavement

There seems to be sufficient space in the area to replace the loss of trees on the new pavement or landscaped spaces on Chilton Grove and Croft Street, as well as around the Bestwood St/Lower Road/Evelyn Street junction, either on the wide pavement to the north of Bestwood St and west of Lower Road, or the south of Bestwood Street, where the presence of effectively undeveloped land creates the opportunity to add more trees and/or remodel the junction to further reduce its footprint and reduce vehicle speed by making Bestwood St "more perpendicular" to Evelyn St / Lower Road.

Love the floating tree lol

The view north is looking very harsh - too many hard surfaces. Air quality is terrible along Lower Road - if you can get some planting to mitigate it in that would be good.

Either don't remove the trees or move them somewhere else.

Improved junctions and/or traffic lights designs and phasing
Comments and or suggestions
Believes that Croft Road junction is unsafe
As a cyclist and a motorist using this area I do not think the left turn into Croft road is a safe option as cyclists may already have picked up speed from the previous traffic light. I prefer a safe traffic light at Plough way enabling a left turn from lower road, with left turns over the cycleway avoided. What about bus route 199 currently turning left at Plough way?
I think there could be a lot of traffic somehow trying to make its way over the cycleway without signals, at the junction with Croft street.
Does not support additional traffic lights
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!
Traffic lights slows traffic and steals time from residents, not to mention increased pollution and noise of engines idle! Stick with the roundabouts.
Should be a roundabout at the junction, allowing people to U turn safely.
Other suggestions
Again whilst I support safe cycling local residents don't support the change because it is so heavily weighted against those predominantly cycling through in rush hours whilst those who live locally and rely on other forms of transport are again disadvantaged by excessive banned turns when advanced traffic lights would be a better alternative.
The cycle priority at junctions here is up there matching Dutch standards for safety.
Additional set of traffic lights by a Chilton Grove seems unnecessary. Introduction of traffic lights/new system at junction with Bestwood Street is a welcome addition - it is currently a little unsafe
You did not remove the zebra crossing at Ann Moss Way on the A200 so why remove the zebra crossings at this location? Keep the zebra crossings. You are making a plan that allows motor traffic to dominate the roads and makes provision for pedestrians worse. If you install pelican style crossing here then ensure less than 30 secs wait for pedestrians and use modern smart technology to minimise pedestrian waiting time. Pedestrians do not want to share areas / crossing with cyclists. There are far too many aggressive cyclists who are not insured and there is no licensing scheme for bicycles either. Why put pedestrians at unnecessary risk? Require cyclists to dismount when using crossings.
I strongly support the modal filters at Chilton Grove and Croft street, though the road at the entrance of Croft street must be made wide enough for cycles and a car to pass at the same time, given that the road is designed for one-way motor traffic to pass through the same gap as cycles in the opposite direction. Most importantly, instead of the toucan crossing at the Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided at this major junction. A solution similar to the junction of Lower Road and Surrey Quays Road, with separate cycle signals and a waiting pocket, would be ideal here. A shared space and toucan crossing solution is simply inappropriate at a junction this busy. Also, the advanced stop line at the end of Bestwood Street should definitely incorporate an early release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerbline separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)
Comments and or suggestions
Does not support removal of bus stop or bus lane
No bus stops in this section? Is that not a big gap?
<p>There was recently a tragic death at this point in the road. This plan appears to exacerbate the potential for this to happen again as there will not be a dedicated crossing point.</p> <p>Happy to see cycle paths but I am truly bemused that the best way to do this is to a) remove the bus lane, b) make the road a two way street and c) restrict car parking for residents.</p> <p>You are removing two trees and not replacing them in this area. I know the plan includes other planting but it isn't here. Why are you willing to sacrifice the health of residents at this location but not others? I have a respiratory health condition that is worsened by air pollution, your plan would undoubtedly make it worse and potentially kill me.</p> <p>There is a victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going through those areas it will be dangerous. Are you replacing the victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents?</p> <p>Where do you expect residents located here to park their car?</p>
retain a bus lane switching direction depending general inbound and outbound flow
<p>not only will the resident lose their car parking spaces, it will create a noisier, busier and more polluted atmosphere for the existing residents. There is no allowance for maintenance or delivery vehicles with any loading bays. These are old house circa 1850 that were not built to withstand all the extra lorries etc making deliveries to Surrey Quays as this will now be the route used for these vehicles. Also we will have 2 extra bus routes which will commence from early morning until late at night, 188 being a 24 hour service. There is no feasible alternative parking arrangements. Your plan as I understand to use Croft St and Chiltern Grove as an alternative. I have been checking these roads on odd occasions during the last few weeks and it is very rare to find any spare car spaces available. Your study for the car parking in that area is from May 2013 which is totally out of date and needs revision</p>
Loss of eastbound bus lane
<p>Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services.</p> <p>Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists.</p> <p>Blocking off access from Chilton Grove to Lower Road will create a bottleneck on Yeoman St/Plough Way. Vehicles coming south from Evelyn St will make Croft St a rat-run, and will see a lot of traffic using Chilton Grove to turn around.</p> <p>The loss of parking in Chilton Grove will be a major issue for residents who live there.</p>
<p>I don't think that cyclists belong on footpath. They will have their own dedicated lanes so you should keep them in those.</p> <p>I disagree sharing footpath with cyclist. It's a bad idea encouraging and empowering cyclists to go on any footpath and disturbing pedestrians.</p> <p>Your plan removed lots of parking spaces again. Where is adequate replacement for these?</p> <p>Where did the bus stop from Lower Rd/Plough Way disappeared? Where it's been placed?</p> <p>I don't see the necessity to remove both trees at the end of Lower Rd and corner of Croft Street. You want to support the greenery yet you proposed to remove both trees.</p> <p>I would strongly suggest to keep at least one of these trees as they provide shade and cool down the pedestrians and traffic during the spring, summer and autumn.</p>
I oppose the replacement of the bus lane with a cycle lane. There are many more bus users than cyclists.
Not keen on the removal of the bus lane.
Other
<p>Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.</p> <p>Bus reliability is already struggling, and the proposal will make it even worse.</p>

Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

The only thing that is missing in this proposal is a walking / biking bridge across over to canary wharf, this would be the best proposal for the area and its resident, and this would alleviate the daily constant overcrowding of Canada water station in the morning, as a lot of local people (and as you say the number of locals will go up significantly), could than just walk across the bridge..

I see that the bridge was cancelled, but that is a crazy idea, it NEEDS to happen, and sooner than later, as the Canada water situation is unsustainable,
I'm speaking as an architect here...

Less congestion - Improved traffic flow

Comments and or suggestions

Believes that scheme will cause more congestion

Will lead to traffic chaos

Too much pressure put on Bestwood Street, will cause gridlock traffic in the whole area

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this? How can a car progress from Croft Street to Redriff Road within this proposal? how would a resident with a car get from Evelyn street to croft street? how do residents get deliveries? some elderly or disabled residents receive food deliveries, how can this be accommodated within this proposal as there is no parking, this proposal could possibly discriminate against the elderly. What consideration has been given to the PSSED?

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Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

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These proposals will make it difficult for residents living on Croft Street and Chilton Grove to travel, as they will have to travel along Yeoman Street and Plough Way before joining the main road network. This will severely increase traffic congestion in this area.

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents

and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

How can you block off Plough Way & then block off & then block off Chiltern street & Croft street ? How are people supposed to access those streets in the area ? Again it doesn't make sense, only increases traffic & pollution for no reason

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

Increased congestion & pollution

Traffic lights slows traffic and steals time from residents, not to mention increased pollution and noise of engines idle! Stick with the roundabouts.

Again, a number of banned turns. Why? These roads are low use, why not allow easy access rather than funnelling motorists onto congested roads, increasing the problem

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

Dear Sirs,

In consideration of the given proposal I take the pleasure in giving my serious concerns for this new above proposal.

General Assessment

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6. A second single bicycle lane could be used along the Best-wood Road to Surrey Quays Overground Station to facilitate two directional bicycle traffic.

7. The present Bus Stop can be retained under the revised suggestions.

Less crowded space

Comments and or suggestions

The only thing that is missing in this proposal is a walking / biking bridge across over to canary wharf, this would be the best proposal for the area and its resident, and this would alleviate the daily constant overcrowding of Canada water station in the morning, as a lot of local people (and as you say the number of locals will go up significantly), could than just walk across the bridge..

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I'm speaking as an architect here...

More and safer cycle infrastructure/ routes
Comments and or suggestions
In support of changes to cycle infrastructure
I dread cycling through this area, but I do it twice a day for my commute, I believe a segregated lane would greatly improve my safety However I would advocate for the existing trees to be displaced rather than omitted altogether
Better and safer for pedestrians and cyclists
As a cyclist I commute this way and these plans would provide safety for all road users
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Like the Cycleway.
2-way cycle/continuation of Cycle Superhighway 4 is a must.
Suggestions to improve cycle infrastructure
There was recently a tragic death at this point in the road. This plan appears to exacerbate the potential for this to happen again as there will not be a dedicated crossing point. Happy to see cycle paths but I am truly bemused that the best way to do this is to a) remove the bus lane, b) make the road a two way street and c) restrict car parking for residents. You are removing two trees and not replacing them in this area. I know the plan includes other planting but it isn't here. Why are you willing to sacrifice the health of residents at this location but not others? I have a respiratory health condition that is worsened by air pollution, your plan would undoubtedly make it worse and potentially kill me. There is a victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going through those areas it will be dangerous. Are you replacing the victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents? Where do you expect residents located here to park their car?
toucan crosses should be avoided and proper cycle specific infrastructure be provided instead
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf
Great in terms of cycling along Lower Road, but lacks integrating with other streets. For instance, cycling from the segregated cycleway into Bestwood Street would be hair-raising. Not an environment that is going to encourage cycling.
Shared us can be quite challenging. Could you maybe make it easier for cyclists to use the road if that's what they want to do?
These changes Two-way segregated cycleway along north-east side of Lower Road Crossing provided with link into Bestwood Street Cycle parking relocated to Croft Street will make it safer for cyclists
Good protection for where there can be a lot of fast traffic. Good to segregate from one way stretch. Cycling north and west along Bestwood Road and Rotherhithe Road, again the bus lane provided some safety. But the contractor's dustcarts in particular heading into Westminster could be dangerous and aggressive drivers. And the turn through the junction with Plough Way, over the railway bridge then turn towards Lower Road and Surrey Quays station required concentration and precision, amid the traffic
Having difficulty understanding how you would access the cycleway from bestwood street without using the pedestrian crossing area. Perhaps the pedestrian crossing could be forked and widened allowing for cyclists to more easily join the cycleway and not interfering with pedestrians and cars on lower road.
Suggestions to improve cycle infrastructure
The new pavement on Croft Street really should be moved west and a gap provided for the cycle

contraflow. I think this is important from a safety point of view as then those using the contraflow will be protected from cars using this turn.
Can we protect cyclists using the contraflow from motorists using this turn? For example, can the new pavement on Croft Street be moved West and a gap provided for cycle contraflow?
Pavement on Croft Street should be moved to the west side and a gap provided for the cycle counterflow. This will protect those using the counterflow from motorists using this turn.
Please consider moving the new pavement on Croft Street west and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
Could a gap be provided for the contraflow at Croft St, to protect cyclists from motorists?
Would be nice if the new pavement on Croft Street was moved West and a gap provided for the cycle contraflow.
The new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
Please move the pavement on Croft Street westwards. Please provide a gap for the cycle contraflow. (This will mean that those using contraflow will be protected from motorists using this turn.)
Needs new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. Need a pedestrian crossing between junction of east side of lower road and croft road, and west side of lower road. Otherwise people from the east side of lower road wanting to use the convenience shop on the corner of bestwood street need to cross in 2 steps.
Could the new pavement on Croft Street to be moved west and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
I support the narrowing of Croft Street at the junction here, but would it be possible to realign the build-out so cyclists travelling south are protected from traffic going north up Croft Street?
I would like to see the new pavement on Croft Street is moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
the new pavement on Croft Street should be moved west and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn
New pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
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new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow
I suggest that the new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
New pavement on Croft Street to be moved West and a gap provided for the cycle contraflow.
The new pavement on Croft Street should be moved west and a gap provided for the cycle contraflow, so that those using contraflow will be protected from motorists using this turn.
I suggest that the new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
The new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow.
the new pavement on Croft Street should be moved West and a gap provided for the cycle contraflow
New pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
Strongly support and suggest that the new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
I strongly support the modal filters at Chilton Grove and Croft street, though the road at the entrance of Croft street must be made wide enough for cycles and a car to pass at the same time, given that the road is designed for one-way motor traffic to pass through the same gap as cycles in the opposite direction. Most importantly, instead of the toucan crossing at the Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided at this major junction. A solution similar to the junction of Lower Road and Surrey Quays Road, with separate cycle signals and a waiting pocket, would be ideal here. A shared space and toucan crossing solution is simply inappropriate at a junction this busy. Also, the advanced stop line at the end of Bestwood Street should definitely incorporate an early

release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerbline separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.
Can I suggest that the new pavement on Croft Street is moved west and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
Suggest that the new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
The new pavement on Croft Street should be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
Please make plans for people/cyclists using the contraflow to be protected from vehicles that are turning at this point
The new pavement on Croft Street to be moved West to provide protection for the cycle contraflow We suggest a gap in kerbline to allow those coming from Bestwood Street to join the protected cycleway. We also suggest the crossing across Bestwood be a Toucan and the pavement area to the North side also made shared use. This will allow those heading out of Bestwood to return in the same way as they would have left.
The new pavement on Croft Street should be moved to the West and a space provided for the cycle contraflow so the cyclists on the contraflow are protected from motorists using this turn.
Please move the new pavement on Croft St to the west and provide a protected cycling contraflow.
I suggest that the new pavement on Croft Street be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
The new Pavement on Croft Street to be moved West to provide protection for the cycle contraflow We suggest a gap in kerbline to allow those coming from Bestwood Street to join the protected cycleway. We also suggest the crossing across Bestwood be a Toucan and the pavement area to the North side be also made shared use. This will allow those heading out of Bestwood to return in the same way as they would have left. In the longer term, I would like Southwark council to work with Lewisham council to provide a bus gate on Trundleys road to improve route 225 bus journey times and provide cleaner air for Francis drake primary school, as well as closing a potential rat run route for motor traffic trying to avoid Bestwood street/Lower road junction.
suggest that the new pavement on Croft Street to be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.
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I suggest that the new pavement on Croft Street should be moved West and a gap provided for the cycle contraflow. This will mean that those using contraflow will be protected from motorists using this turn.

Noise reduction
Comments and or suggestions
Believes that scheme will increase noise.
<p>The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.</p> <p>The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.</p> <p>Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!</p>
<p>not only will the resident lose their car parking spaces, it will create a noisier, busier and more polluted atmosphere for the existing residents. There is no allowance for maintenance or delivery vehicles with any loading bays. These are old house circa 1850 that were not built to withstand all the extra lorries etc making deliveries to Surrey Quays as this will now be the route used for these vehicles. Also we will have 2 extra bus routes which will commence from early morning until late at night, 188</p>

being a 24 hour service. There is no feasible alternative parking arrangements. Your plan as I understand to use Croft St and Chiltern Grove as an alternative. I have been checking these roads on odd occasions during the last few weeks and it is very rare to find any spare car spaces available. Your study for the car parking in that area is from May 2013 which is totally out of date and needs revision

Traffic lights slows traffic and steals time from residents, not to mention increased pollution and noise of engines idle! Stick with the roundabouts.

Dear Sirs,

In consideration of the given proposal I take the pleasure in giving my serious concerns for this new above proposal.

General Assessment

1. The proposed two way cycle pathway is not designed to improve the traffic flow in Lower Road. The original design of the existing roadway makes no allowance for this encroachment of the traffic flow. It is suggested, that , the road lane should be shared use by both Bus traffic and bicycle traffic. The amount of bicycle traffic is at present is very low, indeed. It is only used in a meaningful way for about two hours during the early evening traffic . During the day there is hardly any bicycle traffic on the road, mitigating the use of a double way bicycle roadway.

2. The proposed two way road traffic on Lower Road is not considered a beneficial design. Under such a scenario the traffic is expected to double with an increased risk to personal health due to increased noise and air pollution with resultant risk to personal safety.

3. Removal of available car parking facilities, as proposed, has a substantial negative effect to disabled residents, in addition to limiting access to services vehicles.

4. It is suggested that the car parking facilities are retained, as is. This would leave the remaining traffic with two usable traffic lanes and the a third traffic lane for the use of Buses, bicycles. Vehicular traffic could, at odd occasion, make use of this lane.

5. I is suggested that Lower Road is used for single direction bicycle flow with bus traffic sharing that road lane. A single directional Car lane, making use of two lanes to facilitate overtaking of motor vehicles. Parking bays to remain for resident parking only and providing services vehicle access and disabled car access to homes.

6. A second single bicycle lane could be used along the Best-wood Road to Surrey Quays Overground Station to facilitate two directional bicycle traffic.

7. The present Bus Stop can be retained under the revised suggestions.

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

Other

Comments and or suggestions

Does not agree with proposed two-way system

There was recently a tragic death at this point in the road. This plan appears to exacerbate the potential for this to happen again as there will not be a dedicated crossing point.

Happy to see cycle paths but I am truly bemused that the best way to do this is to a) remove the bus lane, b) make the road a two way street and c) restrict car parking for residents.

You are removing two trees and not replacing them in this area. I know the plan includes other planting but it isn't here. Why are you willing to sacrifice the health of residents at this location but not others? I have a respiratory health condition that is worsened by air pollution, your plan would undoubtedly make it worse and potentially kill me.

There is a victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going

through those areas it will be dangerous. Are you replacing the victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents?

Where do you expect residents located here to park their car?

This was tried many years ago and failed as being very dangerous - taking into consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Making Lower Road after Surrey Quays two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep it one way only, with the protected bicycle lane. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses.

Concerned with scheme's impact on neighbouring areas

I am very concerned about access to Plough Way. Plough Way seems to be cut off from the rest of the Rotherhithe peninsula.

Bestwood Street is partly in Lewisham. Residents should have been consulted on by the bus scheme. Instead the other side of the arbitrary border i(Southwark) sees progress

Concerned about the impact further along into Deptford. Need to link to Lewisham Council plans/modelling to understand wider residential impacts.

Other

Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services.

Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists.

Blocking off access from Chilton Grove to Lower Road will create a bottleneck on Yeoman St/Plough Way. Vehicles coming south from Evelyn St will make Croft St a rat-run, and will see a lot of traffic using Chilton Grove to turn around.

The loss of parking in Chilton Grove will be a major issue for residents who live there.

good to see one way system removed

Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services.

Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists.

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The loss of parking in Chilton Grove will be a major issue for residents who live there.

Pedestrian priority

Comments and or suggestions

Do not remove the zebra crossings.

You are putting in new zebra crossings at Redriff Road and Salter Road but removing them here. Why? It is wrong. Make sure pedestrians are the priority.

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Better and safer for pedestrians and cyclists

I agree, the shared use pedestrian and cyclist crossing will allow users to access the nearby amenities such as the Lidl supermarket and nearby fast food restaurants.

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

I strongly support the modal filters at Chilton Grove and Croft street, though the road at the entrance of Croft street must be made wide enough for cycles and a car to pass at the same time, given that the road is designed for one-way motor traffic to pass through the same gap as cycles in the opposite direction.

Most importantly, instead of the toucan crossing at the Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided at this major junction. A solution similar to the junction of Lower Road and Surrey Quays Road, with separate cycle signals and a waiting pocket, would be ideal here. A shared space and toucan crossing solution is simply inappropriate at a junction this busy.

Also, the advanced stop line at the end of Bestwood Street should definitely incorporate an early release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerbline separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.

Reduce road conflict between users

Comments and or suggestions

I was hospitalized in 2018 as a result of a car pulling out of Chilton Grove and turning the wrong way up the one way street colliding into me on my bike so am particularly pleased that access is being restricted to cyclists.

My only concern is that cyclists turning right onto Bestwood St have to wait at the pedestrian crossing - there is a risk some will just join the cars where Lower Road passes Croft St. But overall these proposals look great.

Reduced on street parking

Comments and or suggestions

Does not support parking removal

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this? How can a car progress from Croft Street to Redriff Road within this proposal? how would a resident with a car get from Evelyn street to croft street? how do residents get deliveries? some elderly or disabled residents receive food deliveries, how can this be accommodated within this proposal as there is no parking, this proposal could possibly discriminate against the elderly. What consideration has been given to the PSED?

This plan will also cut two trees down (with zero replacements) while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution levels.

There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.

There was recently a tragic death at this point in the road. This plan appears to exacerbate the potential for this to happen again as there will not be a dedicated crossing point.

Happy to see cycle paths but I am truly bemused that the best way to do this is to a) remove the bus lane, b) make the road a two way street and c) restrict car parking for residents.

You are removing two trees and not replacing them in this area. I know the plan includes other planting but it isn't here. Why are you willing to sacrifice the health of residents at this location but not others? I have a respiratory health condition that is worsened by air pollution, your plan would undoubtedly make it worse and potentially kill me.

There is a victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going through those areas it will be dangerous. Are you replacing the victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents?

Where do you expect residents located here to park their car?

I strongly oppose to a two way system and the removal of residents car parking. The two way system will create at least 100% increase in noise and pollution. We will have two bus routes starting from early hours of the morning till late at night and all the delivery lorries and vans going to Surrey Quays using this new route. We will also have the extra traffic from Bestwood st new two way road as Lower Road will be used as a "short cut" with traffic turning right at Redriff Road and using the shopping centre of "down town" to gain access to Jamaica Road. Currently we only really experience heavy traffic in the evening rush hour, This new scheme will mean that it will now start at 6 am and go on till midnight. With regards to lose of residents car parking. We have no alternatives as Croft st and Plough way are already struggling with sufficient spaces. I am 62 years old and rely on parking outside my house for shopping, deliveries, maintenance and looking after my 1yr old grandson. I cannot park several streets away and get heavy shopping and all the equipment required for my grandson to the house. There has been no thought for the residents of Lower Road in this scheme. It will affect our lives and health.

Replace the trees and don't add yellow line, they are not needed.

not only will the resident lose their car parking spaces, it will create a noisier, busier and more polluted atmosphere for the existing residents. There is no allowance for maintenance or delivery vehicles with any loading bays. These are old house circa 1850 that were not built to withstand all the extra lorries etc making deliveries to Surrey Quays as this will now be the route used for these vehicles. Also we will have 2 extra bus routes which will commence from early morning until late at night, 188 being a 24 hour service. There is no feasible alternative parking arrangements. Your plan as I understand to use Croft St and Chiltern Grove as an alternative. I have been checking these roads on odd occasions during the last few weeks and it is very rare to find any spare car spaces available. Your study for the car parking in that area is from May 2013 which is totally out of date and needs revision

I do not support no car access to/from Chilton Grove and Croft street, as this will increase driving times, pollution and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support cyclists sharing pedestrian's area.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

I don't think that cyclists belong on footpath. They will have their own dedicated lanes so you should keep them in those.

I disagree sharing footpath with cyclist. It's a bad idea encouraging and empowering cyclists to go on any footpath and disturbing pedestrians.

Your plan removed lots of parking spaces again. Where is adequate replacement for these?

Where did the bus stop from Lower Rd/Plough Way disappeared? Where it's been placed?

I don't see the necessity to remove both trees at the end of Lower Rd and corner of Croft Street. You want to support the greenery yet you proposed to remove both trees.

I would strongly suggest to keep at least one of these trees as they provide shade and cool down the pedestrians and traffic during the spring, summer and autumn.

Where will everyone on lower road park? All the spaces outside our house will be gone and Croft street is always full already.

Dear Sirs,

In consideration of the given proposal I take the pleasure in giving my serious concerns for this new above proposal.

General Assessment

1. The proposed two way cycle pathway is not designed to improve the traffic flow in Lower Road. The original design of the existing roadway makes no allowance for this encroachment of the traffic flow. It is suggested, that , the road lane should be shared use by both Bus traffic and bicycle traffic. The amount of bicycle traffic is at present is very low, indeed. It is only used in a meaningful way for about two hours during the early evening traffic . During the day there is hardly any bicycle traffic on the road, mitigating the use of a double way bicycle roadway.

2. The proposed two way road traffic on Lower Road is not considered a beneficial design. Under such a scenario the traffic is expected to double with an increased risk to personal health due to increased noise and air pollution with resultant risk to personal safety.

3. Removal of available car parking facilities, as proposed, has a substantial negative effect to disabled residents, in addition to limiting access to services vehicles.

4. It is suggested that the car parking facilities are retained, as is. This would leave the remaining traffic with two usable traffic lanes and the a third traffic lane for the use of Buses, bicycles. Vehicular traffic could, at odd occasion, make use of this lane.

5. I is suggested that Lower Road is used for single direction bicycle flow with bus traffic sharing that road lane. A single directional Car lane, making use of two lanes to facilitate overtaking of motor vehicles. Parking bays to remain for resident parking only and providing services vehicle access and disabled car access to homes.

6. A second single bicycle lane could be used along the Best-wood Road to Surrey Quays Overground Station to facilitate two directional bicycle traffic.

7. The present Bus Stop can be retained under the revised suggestions.

Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services.

Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists.

Blocking off access from Chilton Grove to Lower Road will create a bottleneck on Yeoman St/Plough Way. Vehicles coming south from Evelyn St will make Croft St a rat-run, and will see a lot of traffic using Chilton Grove to turn around.

The loss of parking in Chilton Grove will be a major issue for residents who live there.

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

Section 7/8 is removing residents parking - Parking has been part of this street for decades - what are the residents supposed to do?

There is also the need for disability parking, what is the alternatives?

Residents/Families rely on parking to be outside their homes on this section, so we can carry out the basics like food shopping/maintenance/emergencies and many more everyday functions.

How are we supposed to unload shopping and take our children out of the cars outside our homes?

New section should be designed to keep parking intact for residents.

Section 7/8 It is the only part of the whole movement plan that has a requirement for residents parking The row of houses are unique and to Lower Road and still intact as family homes, it seems there has been no attempt to conserve parking for us.

Suggestion: Remove bus lane on 7/8 - widen road and introduce 2 way traffic - add a single cycle lane both lanes with no raised curb, introduce a cycleway cross from 6/7 and additional cycleway cross for 7/8 - then bike to the segregated bus lane from section 9 onwards.

This allow residents to keep their cars, cyclist to take advantage of the 2 way roads.

section 7/8 is removing residents parking. Parking has been part of this street for decades and is part of the reason why we as families have chosen to live here. What are the residents supposed to do and park. What happens when workmen need access to these properties (which by the way are the only period properties left on this part of the historical dockside).

There is also the need for disability parking. Alternatives?

we all really on being able to park outside the properties for our daily lives and this will affect families with children, older people who rely on the car and normal families. Parking here even for a short time will create more traffic and therefore more pollution.

New section should be designed to keep parking intact and only allow parking for residents of this stretch of the road.

Sections 7/8 are the only parts of the whole plan where residents parking is removed.

Southwark (!!) should be looking at protecting the only period houses left from the old docks. Some of these houses were offices or official residences for key people from the docks. These houses survived

the Blitz ! and yet Southwark is not seeking to protect them. They will be affected by heavy bus traffic going around the road.

In support of parking removal

Not clear if cycleway and pavement will be separated by more than just paint.

Strongly support Chiltern Grove junction being closed to vehicles and new double yellow lines.

Strongly support new Toucan crossing at Bestwood Street junction.

Support new pedestrian crossings and double yellow lines

Road maintenance

Comments and or suggestions

This is one of the scariest parts of my commute currently. Especially heading East on the evening commute - traffic merges into the left hand lane where there is currently a pedestrian crossing by the intersection of Lower Road and Croft Street - leaving no room for cyclists. The road quality is also terrible - with many pot holes etc.

Safer speeds

Comments and or suggestions

Lack of bus stops between Bestwood St and Plough Way is a major problem for residents who rely on these services.

Nothing in the plans addresses the dangerous speeds that motorists drive down this part of Lower Road at. We need a permanent speed camera to deter motorists.

Blocking off access from Chilton Grove to Lower Road will create a bottleneck on Yeoman St/Plough Way. Vehicles coming south from Evelyn St will make Croft St a rat-run, and will see a lot of traffic using Chilton Grove to turn around.

The loss of parking in Chilton Grove will be a major issue for residents who live there.

Some calming features are required to ensure compliance with the 20mph limit.

Safety

Comments and or suggestions

Believes that scheme will improve safety

I was hospitalized in 2018 as a result of a car pulling out of Chilton Grove and turning the wrong way up the one way street colliding into me on my bike so am particularly pleased that access is being restricted to cyclists.

As a cyclist I commute this way and these plans would provide safety for all road users

The cycle priority at junctions here is up there matching Dutch standards for safety.

Very important to improve safety for cyclists and reduce the risk from cars.

Believes that scheme will be unsafe

There was recently a tragic death at this point in the road. This plan appears to exacerbate the potential for this to happen again as there will not be a dedicated crossing point.

Happy to see cycle paths but I am truly bemused that the best way to do this is to a) remove the bus lane, b) make the road a two way street and c) restrict car parking for residents.

You are removing two trees and not replacing them in this area. I know the plan includes other planting but it isn't here. Why are you willing to sacrifice the health of residents at this location but not others? I have a respiratory health condition that is worsened by air pollution, your plan would undoubtedly make it worse and potentially kill me.

There is a Victorian sewage system that runs down Lower Road that often overflows and floods a proportion of the surrounding area. Thankfully this is often where cars are parked. With traffic going through those areas it will be dangerous. Are you replacing the Victorian sewers to remove this risk? And while you are doing so will you be working with relevant parties to lay fibre optic cables for the residents?

Where do you expect residents located here to park their car?

This was tried many years ago and failed as being very dangerous - taking into consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids.

Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Concerned about the safety of pedestrians in mixed pedestrian /cyclist shared use area turning onto Bestwood Street, this corner is notorious for vehicles and cyclists not stopping at the moment existing crossing, this could be linked to the crossing being located on a bend.

Dear Heidi & Will

Hope you are both well

I have serious concerns about the plans for Cycleway 4 and the increase in traffic around Sir Francis Drake Primary School. LB Southwark are consulting on creating two way streets in the Lower Road area alongside Cycleway 4. This includes Bestwood Street on LB Lewisham's northern border.

<https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/>

Bestwood Street which will become a 2-way street under the proposals. Bestwood Street was the location of a cyclist fatality last year. Some of Bestwood Street is in Lewisham. Residents on Trundleys Road wanted to have Trundley's Road included in the Deptford Parks Liveable Neighbourhood (DPLN) Project. DPLN has limited scope. LB Southwark's plans for Bestwood street will increase rat-running on Trundleys Road past Sir Francis Drake Primary School which is on a residential street.

Southwark's proposals to make Bestwood Street 2-way will have a huge impact on Trundleys Road. It will undoubtedly become a worsened rat run under Southwark's proposed scheme. This will reduce the efficacy of DPLN.

There is a solution that will work for all the issues highlighted over the last few years on Trundleys Road. Close the north end of Trundley's Road to all traffic except busses (bus gate for the 253 route) and cycles. This will not stop Trundley's roads residents accessing their homes by car via Alloa Road, Scawen Road/Kezia Street & Grinstead Road. The road would be more pleasant and liveable for residents. In addition build-outs with trees can be introduced on the junctions of John Silkin Lane, Alloa Road & Kezia Street. Buildouts can be introduced for the two bus stops on the east side of the street. This will bring much needed greenery to the street and make it healthier and more pleasant. CPZ is, as with most of the area, required to reduce non-resident parking overall.

Please pay attention to this junction. An opportunity presents itself with LB Southwark/TfL road reconfiguration on Bestwood Street. Let's not miss another Healthy Streets opportunity.

No direct access for Lewisham and Southwark residents creating a longer and more time consuming route. Only access being plough Way.

This will increase emergency vehicle response times to the detriment of large areas in and around Plough Way (who will also have to try and negotiate parked vehicles and narrow roads to get to the premises)

To gain access left into Croft Street you need to either U-turn in Plough Way to turn left into Lower Road or to drive around the entire Rotherhithe peninsula to turn left into Lower Road as there is no left or right turn into the bottom end of Lower Road as mentioned before.

As a cyclist and a motorist using this area I do not think the left turn into Croft road is a safe option as cyclists may already have picked up speed from the previous traffic light. I prefer a safe traffic light at Plough way enabling a left turn from lower road, with left turns over the cycleway avoided. What about bus route 199 currently turning left at Plough way?

Concerns over increased emergency response times

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

Chilton Grove and Croft Street need to retain access for vehicles to lower road, traffic will be funnelled into Plough Way if this goes ahead and it also restricts access for emergency services.

Segregated space for walking, cycling & driving

Comments and or suggestions

Having difficulty understanding how you would access the cycleway from bestwood street without using the pedestrian crossing area. Perhaps the pedestrian crossing could be forked and widened allowing for cyclists to more easily join the cycleway and not interfering with pedestrians and cars on

lower road.

Segregation between cyclist and pedestrians

Comments and or suggestions

Does not support shared space area

toucan crosses should be avoided and proper cycle specific infrastructure be provided instead

Concerned about the safety of pedestrians in mixed pedestrian /cyclist shared use area turning onto Bestwood Street, this corner is notorious for vehicles and cyclists not stopping at the moment existing crossing, this could be linked to the crossing being located on a bend.

I do not support no car access to/from Chilton Grove and Croft street, as this will increase driving times, pollution and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support cyclists sharing pedestrian's area.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

I don't think that cyclists belong on footpath. They will have their own dedicated lanes so you should keep them in those.

I disagree sharing footpath with cyclist. It's a bad idea encouraging and empowering cyclists to go on any footpath and disturbing pedestrians.

Your plan removed lots of parking spaces again. Where is adequate replacement for these?

Where did the bus stop from Lower Rd/Plough Way disappeared? Where it's been placed?

I don't see the necessity to remove both trees at the end of Lower Rd and corner of Croft Street. You want to support the greenery yet you proposed to remove both trees.

I would strongly suggest to keep at least one of these trees as they provide shade and cool down the pedestrians and traffic during the spring, summer and autumn.

Not clear if cycleway and pavement will be separated by more than just paint.

Strongly support Chiltern Grove junction being closed to vehicles and new double yellow lines.

Strongly support new Toucan crossing at Bestwood Street junction.

You did not remove the zebra crossing at Ann Moss Way on the A200 so why remove the zebra crossings at this location? Keep the zebra crossings. You are making a plan that allows motor traffic to dominate the roads and makes provision for pedestrians worse. If you install pelican style crossing here then ensure less than 30 secs wait for pedestrians and use modern smart technology to minimise pedestrian waiting time. Pedestrians do not want to share areas / crossing with cyclists. There are far too many aggressive cyclists who are not insured and there is no licensing scheme for bicycles either. Why put pedestrians at unnecessary risk? Require cyclists to dismount when using crossings.

Traffic reduction

Comments and or suggestions

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

Oppose as residents of croft street will have to bear all traffic for Chilton grove and plough way

Accessible for all

Comments and or suggestions

This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this? How can a car progress from Croft Street to Redriff Road within this proposal? how would a resident with a car get from Evelyn street to croft street? how do residents get deliveries? some elderly or disabled residents receive food deliveries, how can this be accommodated within this proposal as there is no parking, this proposal could possibly discriminate against the elderly. What consideration has been given to the PSED?

This plan will also cut two trees down (with zero replacements) while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels

are and whether the increase you are planning will lead to breaking respective air pollution levels. There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.

As a disabled person reliant on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

I strongly oppose to a two way system and the removal of residents car parking. The two way system will create at least 100% increase in noise and pollution. We will have two bus routes starting from early hours of the morning till late at night and all the delivery lorries and vans going to Surrey Quays using this new route. We will also have the extra traffic from Bestwood st new two way road as Lower Road will be used as a "short cut" with traffic turning right at Redriff Road and using the shopping centre of "down town" to gain access to Jamaica Road. Currently we only really experience heavy traffic in the evening rush hour, This new scheme will mean that it will now start at 6 am and go on till midnight. With regards to loss of residents car parking. We have no alternatives as Croft st and Plough way are already struggling with sufficient spaces. I am 62 years old and rely on parking outside my house for shopping, deliveries, maintenance and looking after my 1yr old grandson. I cannot park several streets away and get heavy shopping and all the equipment required for my grandson to the house. There has been no thought for the residents of Lower Road in this scheme. It will affect our lives and health.

London taxis must be given access to prevent discrimination against the disabled and elderly

Dear Sirs,

In consideration of the given proposal I take the pleasure in giving my serious concerns for this new above proposal.

General Assessment

1. The proposed two way cycle pathway is not designed to improve the traffic flow in Lower Road. The original design of the existing roadway makes no allowance for this encroachment of the traffic flow. It is suggested, that, the road lane should be shared use by both Bus traffic and bicycle traffic. The amount of bicycle traffic is at present is very low, indeed. It is only used in a meaningful way for about two hours during the early evening traffic. During the day there is hardly any bicycle traffic on the road, mitigating the use of a double way bicycle roadway.
2. The proposed two way road traffic on Lower Road is not considered a beneficial design. Under such a scenario the traffic is expected to double with an increased risk to personal health due to increased noise and air pollution with resultant risk to personal safety.
3. Removal of available car parking facilities, as proposed, has a substantial negative effect to disabled residents, in addition to limiting access to services vehicles.
4. It is suggested that the car parking facilities are retained, as is. This would leave the remaining traffic with two usable traffic lanes and the a third traffic lane for the use of Buses, bicycles. Vehicular traffic could, at odd occasion, make use of this lane.
5. It is suggested that Lower Road is used for single direction bicycle flow with bus traffic sharing that road lane. A single directional Car lane, making use of two lanes to facilitate overtaking of motor vehicles. Parking bays to remain for resident parking only and providing services vehicle access and disabled car access to homes.
6. A second single bicycle lane could be used along the Best-wood Road to Surrey Quays Overground Station to facilitate two directional bicycle traffic.
7. The present Bus Stop can be retained under the revised suggestions.

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

Section 7/8 is removing residents parking - Parking has been part of this street for decades - what are

<p>the residents supposed to do?</p> <p>There is also the need for disability parking, what is the alternatives?</p> <p>Residents/Families rely on parking to be outside their homes on this section, so we can carry out the basics like food shopping/maintenance/emergencies and many more everyday functions.</p> <p>How are we supposed to unload shopping and take our children out of the cars outside our homes?</p> <p>New section should be designed to keep parking intact for residents.</p> <p>Section 7/8 It is the only part of the whole movement plan that has a requirement for residents parking</p> <p>The row of houses are unique and to Lower Road and still intact as family homes, it seems there has been no attempt to conserve parking for us.</p> <p>Suggestion: Remove bus lane on 7/8 - widen road and introduce 2 way traffic - add a single cycle lane both lanes with no raised curb, introduce a cycleway cross from 6/7 and additional cycleway cross for 7/8 - then bike to the segregated bus lane from section 9 onwards.</p> <p>This allow residents to keep their cars, cyclist to take advantage of the 2 way roads.</p>
<p>section 7/8 is removing residents parking. Parking has been part of this street for decades and is part of the reason why we as families have chosen to live here. What are the residents supposed to do and park. What happens when workmen need access to these properties (which by the way are the only period properties left on this part of the historical dockside).</p> <p>There is also the need for disability parking. Alternatives?</p> <p>we all really on being able to park outside the properties for our daily lives and this will affect families with children, older people who rely on the car and normal families. Parking here even for a short time will create more traffic and therefore more pollution.</p> <p>New section should be designed to keep parking intact and only allow parking for residents of this stretch of the road.</p> <p>Sections 7/8 are the only parts of the whole plan where residents parking is removed.</p> <p>Southwark (!!) should be looking at protecting the only period houses left from the old docks. Some of these houses were offices or official residences for key people from the docks. These houses survived the Blitz ! and yet Southwark is not seeking to protect them. They will be affected by heavy bus traffic going around the road.</p>

Wider and well-maintained pavements/walking routes

Comments and or suggestions

<p>This will increase traffic congestion and increasing air pollution as a result. The pavements need to be enlarged on both sides of the street, they are already dangerous and overcrowded. There is also nothing within the proposal on where residents can park their cars, what is your proposal for this? How can a car progress from Croft Street to Redriff Road within this proposal? how would a resident with a car get from Evelyn street to croft street? how do residents get deliveries? some elderly or disabled residents receive food deliveries, how can this be accommodated within this proposal as there is no parking, this proposal could possibly discriminate against the elderly. What consideration has been given to the PSSED?</p> <p>This plan will also cut two trees down (with zero replacements) while increasing traffic congestion resulting in higher air pollution levels. I would be keen to understand what the current pollution levels are and whether the increase you are planning will lead to breaking respective air pollution levels.</p> <p>There is an interesting paradigm when the central government, and the UK as a whole, is advancing ways to reduce pollution while you appear intent on increasing it.</p> <p>Croft Street: don't remove trees. Why are there suddenly 2 car lanes going from one into just one?</p> <p>This will cause road rage. Stick with one lane and use space to widen pavement</p>
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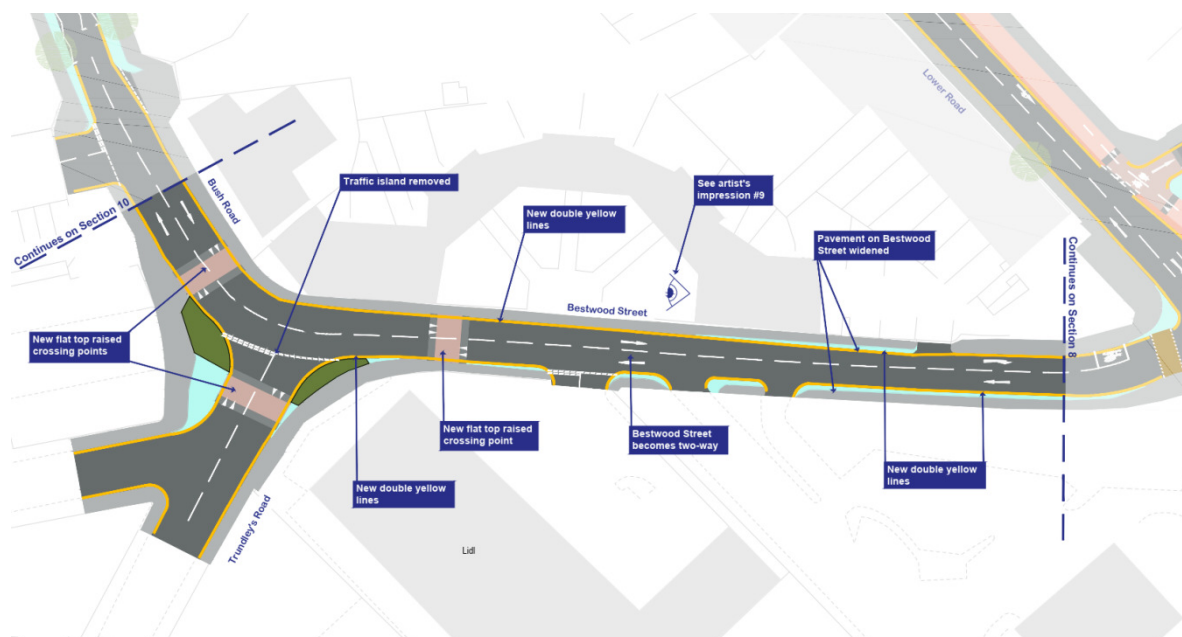
Allow taxi access

Comments and or suggestions

Taxis allowed access
Where buses go taxis go
Allow taxis!
Allow taxi access
TFL TOTALLY FAILING LONDON BLACK CABS NEED ALL ACCESS
Taxis to be given complete excess

Black taxi access is essential
London taxis must be given access to prevent discrimination against the disabled and elderly
Taxi access demanded

Section 9. Lower Road (Bestwood Street)



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

Add well-maintained clearly marked cycle lanes on the road.

Improve air quality

Comments and or suggestions

Believes that scheme will not improve air quality

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution than there is at moment by creating more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL has made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

By making bestwood street two way, again you'll be making traffic & pollution higher in area, more traffic on roads, more risk to pedestrians & more pollution, it doesn't make sense?

Making bestwood st two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep bestwood st one way only.
This will only cause more congestion and pollution
Increased congestion & pollution
This road already has poor air quality and a lot of traffic and it looks like the level of traffic on this road will increase. There is a lot of densely population residential property further up bush road so any increase in traffic needs to be avoided for the health of those living on Bush Road. The north pavement at the corner north opposite the Lidl on this road needs to be widened. It is very narrow and cars are forced to cut pretty tight into the corner. This is especially hairy for long vehicles. Stand there for a few minutes and you will understand what I mean. It is good that you are proposing more crossing points, but from the artists impression they don't look like zebra crossings, and with how cars habitually drive on this road something that encourages better behaviour towards pedestrians would be ideal.
Traffic flow is bad enough without doing this. 2 way working will be disastrous for traffic flow and air quality.
Would cars travelling up and down Bestwood street be able to Turn onto Trundleys Road? If so, how do you plan to mitigate the increased amount of traffic on this road? Trundleys Road is busy with pedestrians and family doing the school run . Sir Francis Drake Primary just at the end of Trundleys Road has their Garden facing the road - have you considered the increased amount of traffic and pollution here? Whilst we support the overall plan, this shouldn't be done at the expense of Trundleys Road residents and Sir Francis Drake pupils. Therefore we can't support this proposal.
This proposal would increase traffic on Trundley's road (which is already used as a rat run with cars speeding along). More traffic calming and speed cameras are required at a minimum. Any two way system would also require a proper crossing for pedestrians outside Lidl as this junction is already a nightmare to cross and would become worse. I also worry that increased traffic will make air quality even worse.
Believes that scheme will improve air quality
Wider pavements encourages greater use my pedestrians reducing air pollution
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Concerned about the effects of temporary road closures
Comments and or suggestions
how on earth will residents get around never mind the sheer months of chaos doing these works when will Southwark leave alone!

Crossing roads is easy and safe
Comments and or suggestions
Requests for more zebra/signalised crossing points
Could you also make the raised crossings into zebra crossings to make it better for pedestrians?
Can the raised crossings be zebra crossings as this would be a better experience for those on foot?
As many raised crossings as possible should be zebra crossings.
Zebra crossings on flat top raised areas
This road already has poor air quality and a lot of traffic and it looks like the level of traffic on this road will increase. There is a lot of densely population residential property further up bush road so any increase in traffic needs to be avoided for the health of those living on Bush Road. The north pavement at the corner north opposite the Lidl on this road needs to be widened. It is very narrow and cars are forced to cut pretty tight into the corner. This is especially hairy for long vehicles. Stand there for a few minutes and you will understand what I mean. It is good that you are proposing more crossing points, but from the artists impression they don't look like zebra crossings, and with how cars habitually drive on this road something that encourages better behaviour towards pedestrians would be ideal.
Would be nice if as many of the raised crossings as possible were made into Zebra crossings
It's great that you're proposing to improve the crossings by Lidl, however, I am unclear about the legal status of the raised crossings and whether drivers will either notice them, know what they are or respect them. I can see that they would be a help for people with wheelchairs or mobility scooters.
There should be as many of the raised crossings as possible me made into Zebra crossings. As this

would provide a much better experience for those on foot.
Zebra crossings instead of raised crossings would help pedestrians.
Please consider making all the raised crossings into zebra crossings to help people making their journeys on foot.
As many of the raised crossings as possible should be made into Zebra crossings.
could as many of the raised crossings as possible be made into Zebra crossings. Cars slow for the raised crossings but generally do not allow people to cross the road. Pedestrians understandably prefer to wait than to put their lives at risk.
How many of the informal pedestrian crossings could be upgraded to full zebra crossings?
I suggest that as many of the raised crossings as possible me made into Zebra crossings. This would provide a much better experience for those on foot.
Strongly support Bestwood Street two way and wider pavements. Flat top crossing point looks inadequate, but I assume there is data to back that up instead of a zebra crossing?
Strongly support new double yellow lines (no fool would park there anyway!)
As many of the raised crossings as possible should be made into zebra crossings - this would provide a much better experience for those on foot.
make raised crossing into zebra crossings
Zebra crossings along superhighway to improve pedestrians journeys
The flat top raised crossing points don't look very safe so close to a junction. How will we encourage drivers to allow pedestrians to cross?
Many of the raised crossings as possible me made into Zebra crossings. As this would provide a much better experience for those on foot.
as many of the raised crossings as possible me made into Zebra crossings.
as many of the raised crossings as possible me made into Zebra crossings
I suggest that as many of the raised crossings as possible me made into Zebra crossings. As this would provide a much better experience for those on foot.
Zebra crossings instead of raised crossings make it easier for those on foot.
I suggest that as many of the raised crossings as possible me made into Zebra crossings. As this would provide a much better experience for those on foot.
as many of the raised crossings as possible be made into Zebra crossings. As this would provide a much better experience for those on foot.
Turn raised crossing points into zebra crossings to make pedestrian experience safer and easier.
Strongly support and suggest that as many of the raised crossings as possible me made into Zebra crossings. As this would provide a much better experience for those on foot.
Better pedestrian crossing facilities should be provided on Bestwood Street outside Lidl so that customers can reach it more easily. A zebra crossing would be preferable. Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here. "Sinusoidal" speed humps which are easier to cycle over would be preferable on Bestwood Street, even if they incorporate a flat top. The humps should not be made of paving stones or any other material which becomes difficult to ride over with age and wear. Perhaps they should be made of asphalt, so that the surface is more elastic and easy to repair.
Can I suggest that as many of the raised crossings as possible are made into Zebra crossings to provide a better experience for pedestrians.
Suggest that as many of the raised crossings as possible me made into Zebra crossings. As this would provide a much better experience for those on foot.
Please make as many of the raised crossings as possible into Zebra crossings. As this would provide a much better experience for those on foot.
We would like to see all the raised crossing be upgraded to zebra crossings
To improve pedestrian experience turn the raised crossings to zebra crossings
I suggest that as many of the raised crossings as possible be made into Zebra crossings. As this would provide a much better experience for those on foot.
We would like to see all the raised crossing be upgraded to zebra crossings

As many of the raised crossings as possible should be Zebra crossings.
20mph.

I support the scheme which could be further improved by making the raised crossings into Zebra crossings. As this would provide a much better experience for those on foot.

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Traffic flow is bad enough without doing this. 2 way working will be disastrous for traffic flow and air quality.

Don't support and don't see benefit of road closures

Comments and or suggestions

No right turn to Croft Street is very inconvenient. Croft Street is residential. This would result in heavier traffic in surrounding roads and longer journey times.

Easy and safe to cycle

Comments and or suggestions

The double yellow lines and expanded pavement definitely improve things for pedestrians. It will still be hostile to cyclists.

New raise crossing should help slow cars exiting Trundley's road fast onto Bush road. On a bike I've had several near misses with cars that have pulled out without looking onto Bush Rd

As a cyclist, this particular stretch won't affect me much, other than that it will be great not to have to tackle this frightening one-way system!

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Requests to restrict access to/calm traffic on Trundley's Road

There really needs to be some more road closures to reduce rat running here otherwise it will remain dominated by cars. There at least needs to be sinusoidal speed humps

For this plan to work the must be bus gate on Trundleys road next to sir Francis drake school. The current plan increased the rat run and is unacceptable

Traffic modelling shows long queues on Trundleys Road NB to access Bestwood St as well as an increase in traffic flow (32% in the AM peak and 75% in the PM peak). Modelling results show increases of more than 11 minutes in travel time NB to Bush Road during the AM peak and more than 9 minutes during the PM peak. This is going to have a significant effect on queuing, with vehicles idling in front of low-rise residential properties. On the other side of Trundleys Road there is the Sir Francis Drake primary school, which will be exposed, as minimum, to significantly higher traffic flows. Mitigation along this route has not been explored. As an example, one or more bus gates could be used to eliminate through traffic from the residential area. The impact of these proposals on bus route 225 is also not explored.

Finally, pedestrian crossings at the Trundleys Road junction and in front of the LIDL supermarket are not sufficiently protected and do not provide significant priority to pedestrians. Further, a signalised pedestrian crossing is provided halfway through Bush Road. Although that could be understandable from a permeability point of view, traffic seems to be blocking back to the Trundleys Road junction. This area of the proposals should be reconsidered to include:

- signalised Trundleys Road junction and/or
- zebra crossings at the Trundleys Road junction and in front of the LIDL for increased safety if the junction is not signalised and/or
- zebra crossing instead of signalised crossing halfway along Bush Road

Dear Heidi & Will
Hope you are both well

I have serious concerns about the plans for Cycleway 4 and the increase in traffic around Sir Francis Drake Primary School. LB Southwark are consulting on creating two way streets in the Lower Road area alongside Cycleway 4. This includes Bestwood Street on LB Lewisham's northern border. <https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/> Bestwood Street which will become a 2-way street under the proposals. Bestwood Street was the location of a cyclist fatality last year. Some of Bestwood Street is in Lewisham. Residents on Trundleys Road wanted to have Trundley's Road included in the Deptford Parks Liveable Neighbourhood (DPLN) Project. DPLN has limited scope. LB Southwark's plans for Bestwood street will increase rat-running on Trundleys Road past Sir Francis Drake Primary School which is on a residential street. Southwark's proposals to make Bestwood Street 2-way will have a huge impact on Trundleys Road. It will undoubtedly become a worsened rat run under Southwark's proposed scheme. This will reduce the efficacy of DPLN. There is a solution that will work for all the issues highlighted over the last few years on Trundleys Road. Close the north end of Trundley's Road to all traffic except busses (bus gate for the 253 route) and cycles. This will not stop Trundley's roads residents accessing their homes by car via Alloa Road, Scawen Road/Kezia Street & Grinstead Road. The road would be more pleasant and liveable for residents. In addition build-outs with trees can be introduced on the junctions of John Silkin Lane, Alloa Road & Kezia Street. Buildouts can be introduced for the two bus stops on the east side of the street. This will bring much needed greenery to the street and make it healthier and more pleasant. CPZ is, as with most of the area, required to reduce non-resident parking overall. Please pay attention to this junction. An opportunity presents itself with LB Southwark/TfL road reconfiguration on Bestwood Street. Let's not miss another Healthy Streets opportunity.

No left turn into Lower Road from Bestwood Street and no right turn into Lower Road from Rotherhithe New Road preventing access to the shops, care home etc. Trundleys is a very well used road and to create a right turn into and out of this will create a higher risk of collisions as well as congestion from vehicles waiting to turn right. This is on top of an immediate turn into Lidl and McDonalds which are also well used causing further congestion. Note the crossings do not appear to be traffic light controlled so greater risk of injury to pedestrians as these will have to be used to walk around to Lower Road as no access to 188 or 47 bus at Bush Rad This proposal would increase traffic on Trundley's road (which is already used as a rat run with cars speeding along). More traffic calming and speed cameras are required at a minimum. Any two way system would also require a proper crossing for pedestrians outside Lidl as this junction is already a nightmare to cross and would become worse. I also worry that increased traffic will make air quality even worse.

Greenery & green open space

Comments and or suggestions

Can additional tree planting and greenery take place by the LIDL? It's quite dull at the moment

Would Like to see more street trees at the enlarged pedestrian points

More trees in landscaped area?

Yellow lines outside Lidl on Trundley's Street welcome

Looks a bit bland, some planters or benches would be nice.

Yes to wider pavements! Again, more planting please - it's so grim parts of this area

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

Requests to signalise pedestrian crossings

No left turn into Lower Road from Bestwood Street and no right turn into Lower Road from Rotherhithe

New Road preventing access to the shops, care home etc.

Trundleys is a very well used road and to create a right turn into and out of this will create a higher risk of collisions as well as congestion from vehicles waiting to turn right. This is on top of an immediate turn into Lidl and McDonalds which are also well used causing further congestion.

Note the crossings do not appear to be traffic light controlled so greater risk of injury to pedestrians as these will have to be used to walk around to Lower Road as no access to 188 or 47 bus at Bush Rad

Traffic modelling shows long queues on Trundleys Road NB to access Bestwood St as well as an increase in traffic flow (32% in the AM peak and 75% in the PM peak). Modelling results show increases of more than 11 minutes in travel time NB to Bush Road during the AM peak and more than 9 minutes during the PM peak. This is going to have a significant effect on queuing, with vehicles idling in front of low-rise residential properties. On the other side of Trundleys Road there is the Sir Francis Drake primary school, which will be exposed, as minimum, to significantly higher traffic flows.

Mitigation along this route has not been explored. As an example, one or more bus gates could be used to eliminate through traffic from the residential area. The impact of these proposals on bus route 225 is also not explored.

Finally, pedestrian crossings at the Trundleys Road junction and in front of the LIDL supermarket are not sufficiently protected and do not provide significant priority to pedestrians. Further, a signalised pedestrian crossing is provided halfway through Bush Road. Although that could be understandable from a permeability point of view, traffic seems to be blocking back to the Trundleys Road junction. This area of the proposals should be reconsidered to include:

- signalised Trundleys Road junction and/or
- zebra crossings at the Trundleys Road junction and in front of the LIDL for increased safety if the junction is not signalised and/or
- zebra crossing instead of signalised crossing halfway along Bush Road

What happens with the incoming traffic from Trundley's Road onto Bestwood Street ? Will there be a traffic light?

Requests to modify junction with Trundley's Road

I think there should be some sort of cycle lanes here. This is going to now be a very busy route and not everyone is using the main cycleway if you need to get across to South Bermondsey.

Also, the junction with Trundley's Road is likely to be very congested. Vehicles turning into Trundley's Road from Bush road are going to cause a lot of congestion back into Bush Road and into the whole traffic system, there should probably be a least a filter lane for turning right.

For pedestrians, the northbound path is very narrow at present, especially at the corner, mainly due to overgrown bushes, and this ought to be address is pedestrians will feel comfortable walking here.

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

the junction entrance to Trundleys road is much too wide which will encourage speeding. should be made much narrower to ensure entrance and exit is slower

Improved motor vehicles drivers/riders behaviours

Comments and or suggestions

I think it would be better if the vehicle entrance to McDonalds on Evelyn Street was closed and the entry and exit point was moved to Bestwood Street. I have personally been involved in being almost knocked off my bike by a van trying to dash across the road into McDonalds who thought he could "fit through the gap". It's a dangerous point where the vehicle users are not paying attention.

This road already has poor air quality and a lot of traffic and it looks like the level of traffic on this road will increase. There is a lot of densely population residential property further up bush road so any increase in traffic needs to be avoided for the health of those living on Bush Road.

The north pavement at the corner north opposite the Lidl on this road needs to be widened. It is very narrow and cars are forced to cut pretty tight into the corner. This is especially hairy for long vehicles.

Stand there for a few minutes and you will understand what I mean.
It is good that you are proposing more crossing points, but from the artists impression they don't look like zebra crossings, and with how cars habitually drive on this road something that encourages better behaviour towards pedestrians would be ideal.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Making bestwood st two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.
Bus reliability is already struggling, and the proposal will make it even worse.
Please keep bestwood st one way only.

Less congestion - Improved traffic flow

Comments and or suggestions

Believes that area will be more congested

It would cause a bottleneck

Will lead to traffic chaos

More narrowed road space to cause more traffic problems. Stupid idea

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

By making bestwood street two way, again you'll be making traffic & pollution higher in area, more traffic on roads, more risk to pedestrians & more pollution, it doesn't make sense?

Making bestwood st two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep bestwood st one way only.

It is very hard to make a judgment on this change without seeing what impact this will have on the surrounding roads like Trundleys Road. From your traffic model it seems like this will make Trundleys Road a lot busier with queues of cars waiting to cross over so no we do not support this proposal. Are you working jointly with Lewisham council on this to ensure all angles are covered?

This will only cause more congestion and pollution

Increased congestion & pollution

No right turn to Croft Street is very inconvenient. Croft Street is residential. This would result in heavier traffic in surrounding roads and longer journey times.

This road already has poor air quality and a lot of traffic and it looks like the level of traffic on this road will increase. There is a lot of densely population residential property further up bush road so any increase in traffic needs to be avoided for the health of those living on Bush Road.

The north pavement at the corner north opposite the Lidl on this road needs to be widened. It is very

narrow and cars are forced to cut pretty tight into the corner. This is especially hairy for long vehicles. Stand there for a few minutes and you will understand what I mean.
It is good that you are proposing more crossing points, but from the artists impression they don't look like zebra crossings, and with how cars habitually drive on this road something that encourages better behaviour towards pedestrians would be ideal.

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

Would cars travelling up and down Bestwood street be able to Turn onto Trundleys Road? If so, how do you plan to mitigate the increased amount of traffic on this road? Trundleys Road is busy with pedestrians and family doing the school run . Sir Francis Drake Primary just at the end of Trundleys Road has their Garden facing the road - have you considered the increased amount of traffic and pollution here? Whilst we support the overall plan, this shouldn't be done at the expense of Trundleys Road residents and Sir Francis Drake pupils. Therefore we can't support this proposal.

I don't see any benefits of changing Bestwood St. I will be a costly exercise which is not going to release existent congestion problems. It will not help cyclist either as nothing much is changing except of two-way working and size of pavements.

I disagree for pavements to be used by cyclists as this putting pedestrians in danger.

I would suggest to disregard this proposition completely.

No left turn into Lower Road from Bestwood Street and no right turn into Lower Road from Rotherhithe New Road preventing access to the shops, care home etc.

Trundleys is a very well used road and to create a right turn into and out of this will create a higher risk of collisions as well as congestion from vehicles waiting to turn right. This is on top of an immediate turn into Lidl and McDonalds which are also well used causing further congestion.

Note the crossings do not appear to be traffic light controlled so greater risk of injury to pedestrians as these will have to be used to walk around to Lower Road as no access to 188 or 47 bus at Bush Rad

Traffic flow is bad enough without doing this. 2 way working will be disastrous for traffic flow and air quality.

This proposal would increase traffic on Trundley's road (which is already used as a rat run with cars speeding along). More traffic calming and speed cameras are required at a minimum.

Any two way system would also require a proper crossing for pedestrians outside Lidl as this junction is already a nightmare to cross and would become worse.

I also worry that increased traffic will make air quality even worse.

Traffic modelling shows long queues on Trundleys Road NB to access Bestwood St as well as an increase in traffic flow (32% in the AM peak and 75% in the PM peak). Modelling results show increases of more than 11 minutes in travel time NB to Bush Road during the AM peak and more than 9 minutes during the PM peak. This is going to have a significant effect on queuing, with vehicles idling in front of low-rise residential properties. On the other side of Trundleys Road there is the Sir Francis Drake primary school, which will be exposed, as minimum, to significantly higher traffic flows.

Mitigation along this route has not been explored. As an example, one or more bus gates could be used to eliminate through traffic from the residential area. The impact of these proposals on bus route 225 is also not explored.

Finally, pedestrian crossings at the Trundleys Road junction and in front of the LIDL supermarket are not sufficiently protected and do not provide significant priority to pedestrians. Further, a signalised pedestrian crossing is provided halfway through Bush Road. Although that could be understandable from a permeability point of view, traffic seems to be blocking back to the Trundleys Road junction.

This area of the proposals should be reconsidered to include:

- signalised Trundleys Road junction and/or
- zebra crossings at the Trundleys Road junction and in front of the LIDL for increased safety if the junction is not signalised and/or
- zebra crossing instead of signalised crossing halfway along Bush Road

More and safer cycle infrastructure/ routes

Comments and or suggestions

Requests for marked or segregated cycle lanes on Bestwood Street/Bush Road

I think there should be some sort of cycle lanes here. This is going to now be a very busy route and not everyone is using the main cycleway if you need to get across to South Bermondsey.

Also, the junction with Trundley's Road is likely to be very congested. Vehicles turning into Trundley's

Road from Bush road are going to cause a lot of congestion back into Bush Road and into the whole traffic system, there should probably be a least a filter lane for turning right.
For pedestrians, the northbound path is very narrow at present, especially at the corner, mainly due to overgrown bushes, and this ought to be address is pedestrians will feel comfortable walking here.
Add well-maintained clearly marked cycle lanes on the road.
Consider putting in at least some cycle paths on the side of the road instead of extending the pavement.
needs protected cycling
More safe and direct cycling infrastructure pls
Always need protected cycle lanes
Why no cycle provision?

Noise reduction

Comments and or suggestions

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Other

Comments and or suggestions

concerns around traffic leaving MacDonald's - left turn only?

No left turn into Lower Road from Bestwood Street and no right turn into Lower Road from Rotherhithe New Road preventing access to the shops, care home etc.

Trundleys is a very well used road and to create a right turn into and out of this will create a higher risk of collisions as well as congestion from vehicles waiting to turn right. This is on top of an immediate turn into Lidl and McDonalds which are also well used causing further congestion.

Note the crossings do not appear to be traffic light controlled so greater risk of injury to pedestrians as these will have to be used to walk around to Lower Road as no access to 188 or 47 bus at Bush Rad

I do not understand why flat top raised tables are possible on Bestwood Road and Bush Road but not along Lower Road.

For this plan to work the must be bus gate on Trundleys road next to sir Francis drake school. The current plan increased the rat run and is unacceptable

Two way is much better than current one-way system.

good to see one way system removed.

Works fine as one way. No need to change this.

This was tried may years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

Keep it the way it is stop benefiting by cycles

What is the problem at the moment you are making it better for a small minority of people

If all of lower road was two way there would be no problem with this it would improve it for the local residents

Need to consider wider impacts in traffic and environment in Deptford. Looks like this may push out problems into Deptford area. Need to consult/co-ordinate with Lewisham council and Deptford residents/local plans.

It is very hard to make a judgment on this change without seeing what impact this will have on the surrounding roads like Trundleys Road. From your traffic model it seems like this will make Trundleys Road a lot busier with queues of cars waiting to cross over so no we do not support this proposal. Are you working jointly with Lewisham council on this to ensure all angles are covered?

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Please include traffic calming so that it's safe for pedestrians and cyclists.

You have proposed three "raised carriageway feature" which actually makes crossing this road from the west to visit Lidl's worse. At least with the current island there is somewhere for pedestrians to stand. What policy anywhere says to make movement worse and less safe for pedestrians? You objective "enable people to lead more active lives, by providing better cycling and walking environments" and here you fail.

Please provide either zebra crossings or pelican crossing so that pedestrians do not have to wait more than 30 secs to cross the road. I have spent hours doing this questionnaire and when I see this I think I have every right to be angry. Many people visit Lidl, it is very popular. There is a clear pattern of decision making that makes me very concerned about equalities.

Promote healthy and active lifestyle

Comments and or suggestions

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Safer speeds

Comments and or suggestions

Requests for traffic calming/speed cameras to reduce speeds

There really needs to be some more road closures to reduce rat running here otherwise it will remain dominated by cars. There at least needs to be sinusoidal speed humps

the junction entrance to Trundleys road is much too wide which will encourage speeding. should be made much narrower to ensure entrance and exit is slower

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Additionally the turning radius into Trundleys Road is far too wide and will encourage high-speed vehicle movements. The crossing point at this location is also much too far set back from the junction and the pedestrian desire line.

Please include traffic calming so that it's safe for pedestrians and cyclists.

Better pedestrian crossing facilities should be provided on Bestwood Street outside Lidl so that customers can reach it more easily. A zebra crossing would be preferable.

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.

"Sinusoidal" speed humps which are easier to cycle over would be preferable on Bestwood Street, even if they incorporate a flat top. The humps should not be made of paving stones or any other material which becomes difficult to ride over with age and wear. Perhaps they should be made of asphalt, so that the surface is more elastic and easy to repair.

As many of the raised crossings as possible should be Zebra crossings.
20mph.

This proposal would increase traffic on Trundley's road (which is already used as a rat run with cars speeding along). More traffic calming and speed cameras are required at a minimum.
Any two way system would also require a proper crossing for pedestrians outside Lidl as this junction is already a nightmare to cross and would become worse.

I also worry that increased traffic will make air quality even worse.

In support of proposed traffic calming measures

New raise crossing should help slow cars exiting Trundley's road fast onto Bush road. On a bike I've had several near misses with cars that have pulled out without looking onto Bush Rd

this road will be much more pleasant than the existing setup which causes traffic to move very fast and dangerously

Enlarged pavements and extra crossings here is excellent for pedestrians. Making the road two way

will reduce speeds as it's often used to speed round the corners on this section.

Safety

Comments and or suggestions

Believes that scheme will improve safety

this road will be much more pleasant than the existing setup which causes traffic to move very fast and dangerously

Very important to improve safety for cyclists and reduce the risk from cars.

Believes that scheme will be unsafe

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

No left turn into Lower Road from Bestwood Street and no right turn into Lower Road from Rotherhithe New Road preventing access to the shops, care home etc.

Trundleys is a very well used road and to create a right turn into and out of this will create a higher risk of collisions as well as congestion from vehicles waiting to turn right. This is on top of an immediate turn into Lidl and McDonalds which are also well used causing further congestion.

Note the crossings do not appear to be traffic light controlled so greater risk of injury to pedestrians as these will have to be used to walk around to Lower Road as no access to 188 or 47 bus at Bush Rad

The flat top raised crossing points don't look very safe so close to a junction. How will we encourage drivers to allow pedestrians to cross?

I think it would be better if the vehicle entrance to McDonalds on Evelyn Street was closed and the entry and exit point was moved to Bestwood Street. I have personally been involved in being almost knocked off my bike by a van trying to dash across the road into McDonalds who thought he could "fit through the gap". It's a dangerous point where the vehicle users are not paying attention.

School Street

Comments and or suggestions

Would cars travelling up and down Bestwood street be able to Turn onto Trundleys Road? If so, how do you plan to mitigate the increased amount of traffic on this road? Trundleys Road is busy with pedestrians and family doing the school run . Sir Francis Drake Primary just at the end of Trundleys Road has their Garden facing the road - have you considered the increased amount of traffic and pollution here? Whilst we support the overall plan, this shouldn't be done at the expense of Trundleys Road residents and Sir Francis Drake pupils. Therefore we can't support this proposal.

Segregated space for walking, cycling & driving

Comments and or suggestions

Segregated cycle lanes would also be good.

needs protected cycling

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Additionally the turning radius into Trundleys Road is far too wide and will encourage high-speed vehicle movements. The crossing point at this location is also much too far set back from the junction and the pedestrian desire line.

Segregation between cyclist and pedestrians

Comments and or suggestions

I don't see any benefits of changing Bestwood St. I will be a costly exercise which is not going to release existent congestion problems. It will not help cyclist either as nothing much is changing except of two-way working and size of pavements.
I disagree for pavements to be used by cyclists as this putting pedestrians in danger.
I would suggest to disregard this proposition completely.

Road maintenance

Comments and or suggestions

as there is no plan for separate cycle way (which is not good at all), can you ensure there are no parking on both sides so cyclists can go without fear that someone is going to open their car doors? Similarly, no potholes on the side would be greatly appreciated (they force cyclist to go in the middle of the road when cars might come from behind)

Better pedestrian crossing facilities should be provided on Bestwood Street outside Lidl so that customers can reach it more easily. A zebra crossing would be preferable.
Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.
"Sinusoidal" speed humps which are easier to cycle over would be preferable on Bestwood Street, even if they incorporate a flat top. The humps should not be made of paving stones or any other material which becomes difficult to ride over with age and wear. Perhaps they should be made of asphalt, so that the surface is more elastic and easy to repair.

Reduced on street parking

Comments and or suggestions

In support of parking restrictions

The double yellow lines and expanded pavement definitely improve things for pedestrians. It will still be hostile to cyclists.

More trees in landscaped area?

Yellow lines outside Lidl on Trundley's Street welcome

as there is no plan for separate cycle way (which is not good at all), can you ensure there are no parking on both sides so cyclists can go without fear that someone is going to open their car doors? Similarly, no potholes on the side would be greatly appreciated (they force cyclist to go in the middle of the road when cars might come from behind)

Support double yellow lines

Strongly support Bestwood Street two way and wider pavements.
Flat top crossing point looks inadequate, but I assume there is data to back that up instead of a zebra crossing?
Strongly support new double yellow lines (no fool would park there anyway!)

Not in support of parking restrictions

No yellow lines.

Accessible for all

Comments and or suggestions

It's great that you're proposing to improve the crossings by Lidl, however, I am unclear about the legal status of the raised crossings and whether drivers will either notice them, know what they are or respect them. I can see that they would be a help for people with wheelchairs or mobility scooters.

Wider and well-maintained pavements/walking routes

Comments and or suggestions

Not in support of pavement widening

No requirement for wider pavement

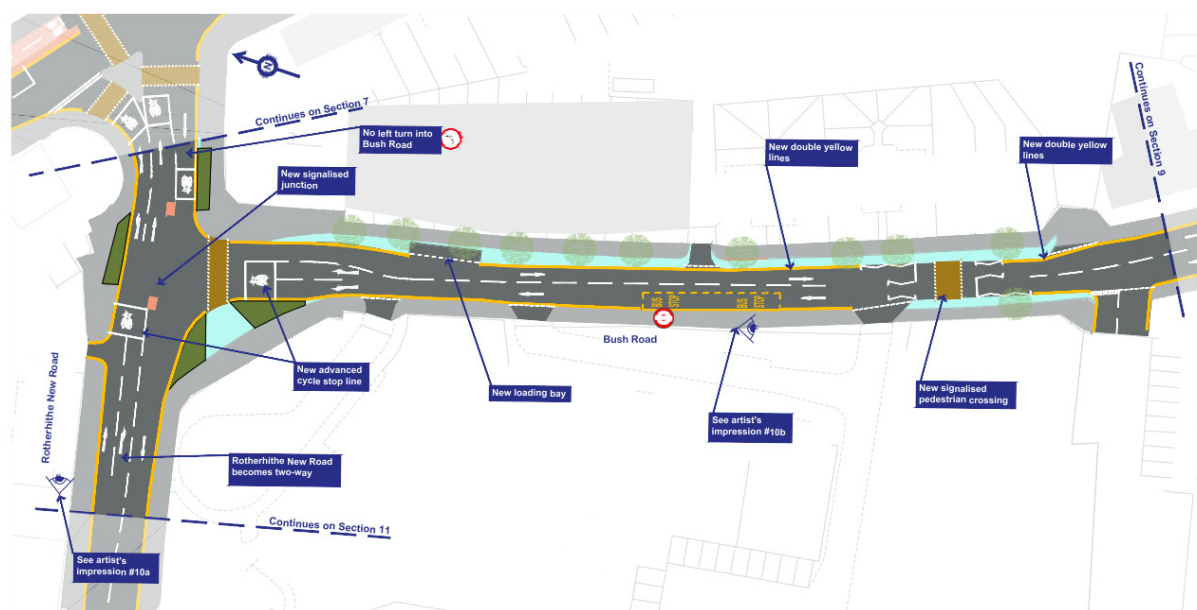
No road space should be taken away.

Wider pavements ?

What for ?
In support of pavement widening
<p>I think there should be some sort of cycle lanes here. This is going to now be a very busy route and not everyone is using the main cycleway if you need to get across to South Bermondsey.</p> <p>Also, the junction with Trundley's Road is likely to be very congested. Vehicles turning into Trundley's Road from Bush road are going to cause a lot of congestion back into Bush Road and into the whole traffic system, there should probably be a least a filter lane for turning right.</p> <p>For pedestrians, the northbound path is very narrow at present, especially at the corner, mainly due to overgrown bushes, and this ought to be address is pedestrians will feel comfortable walking here.</p>
Wider pavements encourages greater use my pedestrians reducing air pollution
<p>Enlarged pavements and extra crossings here is excellent for pedestrians. Making the road two way will reduce speeds as it's often used to speed round the corners on this section.</p> <p>This road already has poor air quality and a lot of traffic and it looks like the level of traffic on this road will increase. There is a lot of densely population residential property further up bush road so any increase in traffic needs to be avoided for the health of those living on Bush Road.</p> <p>The north pavement at the corner north opposite the Lidl on this road needs to be widened. It is very narrow and cars are forced to cut pretty tight into the corner. This is especially hairy for long vehicles. Stand there for a few minutes and you will understand what I mean.</p> <p>It is good that you are proposing more crossing points, but from the artists impression they don't look like zebra crossings, and with how cars habitually drive on this road something that encourages better behaviour towards pedestrians would be ideal.</p>
<p>Strongly support Bestwood Street two way and wider pavements.</p> <p>Flat top crossing point looks inadequate, but I assume there is data to back that up instead of a zebra crossing?</p> <p>Strongly support new double yellow lines (no fool would park there anyway!)</p>
Yes to wider pavements! Again, more planting please - it's so grim parts of this area
Other
<p>The double yellow lines and expanded pavement definitely improve things for pedestrians. It will still be hostile to cyclists.</p>

Allow taxi access
Comments and or suggestions
Taxis allowed access
Where buses go taxis go
Allow taxi access
TFL TOTALLY FAILING LONDON BLACK CABS NEED ALL ACCESS
Black taxi access is essential
Taxi access demanded

Section 10. Bush Road



Improve air quality

Comments and or suggestions

Believes that scheme will not improve air quality

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The simulation you put on YouTube shows that this change of traffic will result in car accidents happening. There is one near miss when a car is turning from Rotherhithe New Road to Bush Road (4:43 PM flow clip)

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Making Bush Road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep Bush road one way only.

This will only cause more congestion and pollution

Increased congestion & pollution

If i understand your traffic flow doc properly (https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/user_uploads/lower-road-traffic-flows.pdf)

Then the amount of traffic on Bush Road will increase significantly:

Current level

AM: 1156

PM: 822

New level

AM: 1486

PM: 1477

Bush road has a lot of densely packed residential (private and council) properties on it and if you did anything that increased the amount of traffic on this road, then it would have a hugely detrimental impact to the health of those living on this road (safety & air quality). There are lots of families with children living along this road and the children would especially suffer if the traffic levels increase. During rush hour the air quality is pretty horrible, and if you make it worse than the local people, and especially the local children will suffer.

Would cars travelling up and down Bush road be able to Turn onto Trundleys Road? If so, how do you plan to mitigate the increased amount of traffic on this road? Trundleys Road is busy with pedestrians and family doing the school run . Sir Francis Drake Primary just at the end of Trundleys Road has their Garden facing the road - have you considered the increased amount of traffic and pollution here? Whilst we support the overall plan, this shouldn't be done at the expense of Trundleys Road residents and Sir Francis Drake's pupils. Therefore we can't support this proposal.

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support no left turn into Bush road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Places all through traffic in front of large residential estate increasing the air pollution and risk of health to residents. From your own limited statistics which believe are fundamentally underestimating the number of vehicles you are knowingly permitting an increase in air pollution. Therefore knowingly and wilfully increasing risk of death to vulnerable individuals such as those who suffer from asthma which is tantamount to corporate manslaughter

Free for all turning into Haddonfield estate from either direction into a single road where no possibility to turn creating greater risk of blockage from refuse trucks and lorries.

The turn into Haddonfield Albert Starr is so close to the traffic light without a keep clear will prevent vehicles from entering or exiting the estate including refuse trucks.

The attempt to make this a two way round failed woefully in 1960's as an emergency fire engine overturned on the bridge outside Albert Starr to the extreme tight left turn and no space to turn out wide.

Due to limited timings on lights permitting 8 vehicles to pass at each time this will cause blockages and congestion immediately outside residential estates.. This does not even take into account regular closures (on weekly basis) for Rotherhithe and Blackwall tunnels.

I support comments made by residents living on Haddonfield Estate.

The proposal to increase the motor traffic along this road will cause harm to residents.

The road is already very busy and polluted and traffic needs to be substantially reduced not increased.

Homes are literally covered in traffic soot as anyone who visits can see.

I want to make sure you are aware of that because it might well be residents will take action about the failure to reduce pollution along the A200.

I walk along this road regularly to Lidl.

I am fed up of the terrible pollution from traffic.

And you propose to make it worse which is a terrible idea.

Traffic in this road needs to be reduced not increased.

Believes that scheme will not improve air quality

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Crossing roads is easy and safe
Comments and or suggestions
Supports proposed pedestrian crossing
As I said previously I don't agree with the changes on Bush Rd as this is going to be costly and is completely unnecessary. In this particular proposition I would only agree with the special loading bay on Bush Rd and pedestrian crossing. I think you should keep Bush Rd one way, maybe add some parking space near the proposed loading bay instead of making it two-way.

Does not support proposed pedestrian crossing due to location/type of crossing
I support the widening of the east side pavement because at present the trees obscure much of the path. I'm not sure how necessary the signalised pedestrian crossing is, could probably be zebra. Loading bay is good idea. No cycle lanes, would be better if there were some.
The signalised crossing on Bush Road seems to cause queues back to the Trundleys Road junction. A zebra crossing could be more appropriate in this location. There is no pedestrian crossing on Rotherhithe New Road at the junction with Bush Road.
Zebra instead of pedestrian crossing
We oppose Bush road being made into a two way road. We also oppose where the proposed pedestrian crossing is situated. How are people shopping at Lidl supposed to get to Bush road? A crossing is desperately needed at the end of Trundleys Road where it meets Bush road. It's impossible to make a judgment on these proposals without seeing what impact this will have on the surrounding roads (like Trundleys Road). Is Southwark council working jointly with Lewisham council on this? Where is the Lewisham side of the proposal? Making Bush road and Bestwood street two ways will only increase traffic on Trundleys Road and the area surrounding the primary school - surely this can't be good?
My preference would be for signalised crossing the other side of the junction (Lidl) on Bestwood Street instead of this new crossing location. I don't see anyone crossing where this new location is proposed. Strongly support the pavement widening (overdue given the existing trees blocking the path!) Strongly support two way Rotherhithe New Road.
The new signalised pedestrian crossing should be raised.
There is a north-south pedestrian desire line running south along Lower Road from Surrey Quays Station then diagonally across Rotherhithe New Road to Bush Road and Lidl. A new diagonal pedestrian crossing across Rotherhithe New Road (between Lower Road and Bush Road) should therefore be incorporated to address this.

Do not agree with traffic calming/reduction and cycle lanes
Comments and or suggestions
More traffic calming more madness
As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Easy and safe to cycle
Comments and or suggestions
Believes that scheme will make cycling easier and/or safer
These changes Advance stop lines for cyclists at Bush Road \ Rotherhithe New Road Narrower road will reduce traffic speeds will make it safer for cyclists.
Advanced cycle stops promote awareness and safety for cyclists
As a cyclist I commute this way and these plans would provide safety for all road users
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for

all
Suggestions to make the scheme safer for cyclists
Don't like narrow roads on bikes, don't fit well with advanced stop if you can't get to them
Bus stop creates pinch point, consider having a one way system?
Traffic lights need to have advanced green for cyclists as well as ASL box.
Traffic going into two lane can make it hard for cyclists to filter, consider making the two lane into a marked cycle lane, preferably between the two lines of traffic but on the left (or "kill zone" of HGVs...) if necessary.
Stop proposing loading bays that break up cycle ways. It will lead to cyclists being killed.

Filtered/closed/pedestrianised roads and stop rat runs
Comments and or suggestions
Another banned left turn for no reason
Please don't implement the no left turn from Rotherhithe New Road into Bush Road.
Support the attempt to change these streets from one-way race-tracks, but that's what the essentially remain in this proposal. The proposal has stopped short from making them usable/friendly to cycle for all sections of society. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. I am most disappointed to see that there is not a safe and segregated cycle link along Rotherhithe New Road, which is an established cycle route as part of Route 425. The cycleway along Lower Road is great but it must link better with the existing cycle network and create safe links to/from these.

Freight/deliveries management (off street/ reduce/ timing)
Comments and or suggestions
I support the widening of the east side pavement because at present the trees obscure much of the path.
I'm not sure how necessary the signalised pedestrian crossing is, could probably be zebra.
Loading bay is good idea.
No cycle lanes, would be better if there were some.
As I said previously I don't agree with the changes on Bush Rd as this is going to be costly and is completely unnecessary.
In this particular proposition I would only agree with the special loading bay on Bush Rd and pedestrian crossing.
I think you should keep Bush Rd one way, maybe add some parking space near the proposed loading bay instead of making it two-way.
Stop proposing loading bays that break up cycle ways. It will lead to cyclists being killed.

Greenery & green open space
Comments and or suggestions
New trees can be supported on the new green/pedestrian spaces
So much better. Trees in landscaped beds please
Great taking advantage of the 'dead space' to provide some greenery and soft landscaping!

Improved junctions and/or traffic lights designs and phasing
Comments and or suggestions
Allow cyclists to turn left into bush Road
Would it be possible to also consider a cycle bypass to allow people cycling to make the left turn into Bush Road?
Provide a shared pavement section or cycle bypass to allow for a left turn onto Bush Road.
Permit left turn onto Bush Road for cyclists (perhaps via cycle lane on pavement).
Would be nice if there was a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
I suggest a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Please create a shared pavement section or cycle bypass to allow people cycling to make the left turn

into Bush Road.
Add shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Could there be a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
please consider shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
suggest that a shared pavement section or cycle bypass would allow people cycling to make the left turn into Bush Road.
Please add shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Enable cyclists to turn left freely
shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road
I ask for shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Allow cyclists to turn left into bush road.
shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road
Strongly support. I would suggest a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Can I suggest you provide a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
Could we have a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.
A shared pavement section or cycle bypass would allow people cycling to make the left turn into Bush Road.
Some sort of cycle bypass so that cyclists and turn left into Bush road safely.
Cycle bypass or shared path section to allow left turn into Bush road
Please add a section of shared pavement or a cycle bypass to allow cyclists to turn left into Bush Road.
Shared pavement or cycling path to allow turning left onto Bush Road
Could we add a shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road?
Cycle bypass or shared path section to allow left turn into bush road
Add a cycle bypass to allow people cycling to make the left turn into Bush Road. All advanced stop boxes should have cycle feeder lanes.
I suggest that a shared pavement section or cycle bypass should be installed to allow people cycling to make the left turn into Bush Road.
Not in support of proposed junction layout
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution! The simulation you put on YouTube shows that this change of traffic will result in car accidents happening. There is one near miss when a car is turning from Rotherhithe New Road to Bush Road (4:43 PM flow clip)
Traffic is going to be blocked from turning right from Rotherhithe New Road to Bush Road because the section between the right turn and the junction for access to Plough Way is very short. When cars get backed up trying to access Plough Way, traffic behind will be block in and won't be able to make the right turn onto Bush Road. Perhaps this could be alleviated with traffic lights that work in sync with both junctions.

the junction is poorly designed and needs to properly accommodate cycle infrastructure
The additions of cycle boxes would make this area a lot safer for cyclists.
Bus stop creates pinch point, consider having a one way system? Traffic lights need to have advanced green for cyclists as well as ASL box. Traffic going into two lane can make it hard for cyclists to filter, consider making the two lane into a marked cycle lane, preferably between the two lines of traffic but on the left (or "kill zone" of HGVs...) if necessary.
Places all through traffic in front of large residential estate increasing the air pollution and risk of health to residents. From your own limited statistics which believe are fundamentally underestimating the number of vehicles you are knowingly permitting an increase in air pollution. Therefore knowingly and wilfully increasing risk of death to vulnerable individuals such as those who suffer from asthma which is tantamount to corporate manslaughter Free for all turning into Haddonfield estate from either direction into a single road where no possibility to turn creating greater risk of blockage from refuse trucks and lorries. The turn into Haddonfield Albert Starr is so close to the traffic light without a keep clear will prevent vehicles from entering or exiting the estate including refuse trucks. The attempt to make this a two way round failed woefully in 1960's as an emergency fire engine overturned on the bridge outside Albert Starr to the extreme tight left turn and no space to turn out wide. Due to limited timings on lights permitting 8 vehicles to pass at each time this will cause blockages and congestion immediately outside residential estates.. This does not even take into account regular closures (on weekly basis) for Rotherhithe and Blackwall tunnels.
The signalised crossing on Bush Road seems to cause queues back to the Trundleys Road junction. A zebra crossing could be more appropriate in this location. There is no pedestrian crossing on Rotherhithe New Road at the junction with Bush Road.
Cycle advance stop boxes, especially those without good quality cycle lanes, encourage cyclists to filter on the left side of the road. This puts the cyclists at risk from vehicles turning left.
There is a north-south pedestrian desire line running south along Lower Road from Surrey Quays Station then diagonally across Rotherhithe New Road to Bush Road and Lidl. A new diagonal pedestrian crossing across Rotherhithe New Road (between Lower Road and Bush Road) should therefore be incorporated to address this.
New junction and crossing not required
In support of proposed junction layout
Advanced cycle stops promote awareness and safety for cyclists
These changes Advance stop lines for cyclists at Bush Road \ Rotherhithe New Road Narrower road will reduce traffic speeds will make it safer for cyclists.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)
Comments and or suggestions
Making Bush Road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep Bush road one way only.
Living on the Haddonfield estate. It's bad enough having 2 lane one way traffic when the Rotherhithe /Blackwell tunnels are shut or slow the traffic is always at a standstill surely having 1 lane going in that direction will make the traffic worse. Also I understand that the bus routes along Bush road will be moved to lower road. This is not going to help the number of older residents who rely on these stops as they are easy access to our estate.

Less congestion - Improved traffic flow
Comments and or suggestions
Will lead to traffic chaos
More traffic
Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating

more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The simulation you put on YouTube shows that this change of traffic will result in car accidents happening. There is one near miss when a car is turning from Rotherhithe New Road to Bush Road (4:43 PM flow clip)

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** Lycra clad ****

Making Bush Road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep Bush road one way only.

We oppose Bush road being made into a two way road.

We also oppose where the proposed pedestrian crossing is situated. How are people shopping at Lidl supposed to get to Bush road? A crossing is desperately needed at the end of Trundleys Road where it meets Bush road.

It's impossible to make a judgment on these proposals without seeing what impact this will have on the surrounding roads (like Trundleys Road). Is Southwark council working jointly with Lewisham council on this? Where is the Lewisham side of the proposal?

Making Bush road and Bestwood street two ways will only increase traffic on Trundleys Road and the area surrounding the primary school - surely this can't be good?

This will only cause more congestion and pollution

Increased congestion & pollution

If i understand your traffic flow doc properly (https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/user_uploads/lower-road-traffic-flows.pdf)

Then the amount of traffic on Bush Road will increase significantly:

Current level

AM: 1156

PM: 822

New level

AM: 1486

PM: 1477

Bush road has a lot of densely packed residential (private and council) properties on it and if you did anything that increased the amount of traffic on this road, then it would have a hugely detrimental impact to the health of those living on this road (safety & air quality). There are lots of families with children living along this road and the children would especially suffer if the traffic levels increase.

During rush hour the air quality is pretty horrible, and if you make it worse than the local people, and especially the local children will suffer.

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

Living on the Haddonfield estate. It's bad enough having 2 lane one way traffic when the Rotherhithe /Blackwell tunnels are shut or slow the traffic is always at a standstill surely having 1 lane going in that direction will make the traffic worse. Also I understand that the bus routes along Bush road will be moved to lower road. This is not going to help the number of older residents who rely on these stops as they are easy access to our estate.

Would cars travelling up and down Bush road be able to Turn onto Trundleys Road? If so, how do you plan to mitigate the increased amount of traffic on this road? Trundleys Road is busy with pedestrians and family doing the school run . Sir Francis Drake Primary just at the end of Trundleys Road has their Garden facing the road - have you considered the increased amount of traffic and pollution here? Whilst we support the overall plan, this shouldn't be done at the expense of Trundleys Road residents and Sir Francis Drake's pupils. Therefore we can't support this proposal.

As long as the buses now use Lower road then the removing the bus lane appears fine. But why not keep the third lane for traffic? This is a very congested bit of road and removing existing lanes seems extraordinarily counterintuitive.

Places all through traffic in front of large residential estate increasing the air pollution and risk of health to residents. From your own limited statistics which believe are fundamentally underestimating the number of vehicles you are knowingly permitting an increase in air pollution. Therefore knowingly and wilfully increasing risk of death to vulnerable individuals such as those who suffer from asthma which is tantamount to corporate manslaughter

Free for all turning into Haddonfield estate from either direction into a single road where no possibility to turn creating greater risk of blockage from refuse trucks and lorries.

The turn into Haddonfield Albert Starr is so close to the traffic light without a keep clear will prevent vehicles from entering or exiting the estate including refuse trucks.

The attempt to make this a two way round failed woefully in 1960's as an emergency fire engine overturned on the bridge outside Albert Starr to the extreme tight left turn and no space to turn out wide.

Due to limited timings on lights permitting 8 vehicles to pass at each time this will cause blockages and congestion immediately outside residential estates.. This does not even take into account regular closures (on weekly basis) for Rotherhithe and Blackwall tunnels.

I support comments made by residents living on Haddonfield Estate.

The proposal to increase the motor traffic along this road will cause harm to residents.

The road is already very busy and polluted and traffic needs to be substantially reduced not increased. Homes are literally covered in traffic soot as anyone who visits can see.

I want to make sure you are aware of that because it might well be residents will take action about the failure to reduce pollution along the A200.

I walk along this road regularly to Lidl.

I am fed up of the terrible pollution from traffic.

And you propose to make it worse which is a terrible idea.

Traffic in this road needs to be reduced not increased.

More and safer cycle infrastructure/ routes

Comments and or suggestions

Suggestions to introduce more segregated cycle facilities

I'd like to see better cycle provisions given for people heading from south Bermondsey (up Oldfield grove) to link through to the main road

off road cycle route from Oldfield grove across to plough way looks to be removed

New pavement would be better as two way cycle lane

Advance stop lines are better than nothing! Would prefer proper cycle lane but assume there is no space?

Support double yellow lines

Making a road narrower to reduce traffic speeds also means less room for traffic to pass cyclists safely, if pavements are being made wider can some of this be given to a segregated cycle path?

Would be better to have separated cycle lane in Bush Road

Bus stop creates pinch point, consider having a one way system?

Traffic lights need to have advanced green for cyclists as well as ASL box.

Traffic going into two lane can make it hard for cyclists to filter, consider making the two lane into a marked cycle lane, preferably between the two lines of traffic but on the left (or "kill zone" of HGVs...) if necessary.

Please add shared pavement section or cycle bypass to allow people cycling to make the left turn into Bush Road.

I prefer to have a dedicated cycle lane

A protected cycle way should be provided between Lower Road and Oldfield Grove.
A protected cycle route between Lower Road and Oldfield Grove should be provided.
Add a cycle bypass to allow people cycling to make the left turn into Bush Road.
All advanced stop boxes should have cycle feeder lanes.
I support the widening of the east side pavement because at present the trees obscure much of the path. I'm not sure how necessary the signalised pedestrian crossing is, could probably be zebra. Loading bay is good idea. No cycle lanes, would be better if there were some.
Support the attempt to change these streets from one-way race-tracks, but that's what the essentially remain in this proposal. The proposal has stopped short from making them usable/friendly to cycle for all sections of society. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. I am most disappointed to see that there is not a safe and segregated cycle link along Rotherhithe New Road, which is an established cycle route as part of Route 425. The cycleway along Lower Road is great but it must link better with the existing cycle network and create safe links to/from these.
Other
The layout is poor for cycling.
This road is very busy in the mornings and there is often a lot of standing traffic waiting for lights. As a cyclist, I make heavy use of the west bound bus lane on Bush road, helping me quickly gain access to the quietway through Oldfield Grove. I feel that the removal of this bus lane is going to have a negative impact on my journey due to having to carefully squeeze past cars.
More safe and direct cycling infrastructure pls
Very important to improve safety for cyclists and reduce the risk from cars.

More enforcement

Comments and or suggestions

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.

It would be good to have some speed humps of the "sinusoidal" variety which are easy to cycle over (even if they incorporate a flat top), so that motor traffic is strongly enough encouraged to follow the 20 speed limit. The humps should not be made of paving stones or any other material which becomes difficult to ride over with age and wear. Perhaps they should be made of asphalt, so that the surface is more elastic and easy to repair.

Noise reduction

Comments and or suggestions

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The simulation you put on YouTube shows that this change of traffic will result in car accidents happening. There is one near miss when a car is turning from Rotherhithe New Road to Bush Road (4:43 PM flow clip)

Other
Comments and or suggestions
The stupidity continues with more narrowed road space. A working road 7 days a week with many lorries & vans. Narrowed roads is a terrible idea
<p>The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.</p> <p>The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.</p> <p>Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!</p> <p>The simulation you put on YouTube shows that this change of traffic will result in car accidents happening. There is one near miss when a car is turning from Rotherhithe New Road to Bush Road (4:43 PM flow clip)</p>
Why not keep Bush Road one way as it is now?
Can't work out how I get to McDonalds?
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****
If all of lower road was two way there would be no problem with this it would improve it for the local residents
<p>Making Bush Road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.</p> <p>Bus reliability is already struggling, and the proposal will make it even worse.</p> <p>Please keep Bush road one way only.</p>
<p>We oppose Bush road being made into a two way road.</p> <p>We also oppose where the proposed pedestrian crossing is situated. How are people shopping at Lidl supposed to get to Bush road? A crossing is desperately needed at the end of Trundleys Road where it meets Bush road.</p> <p>It's impossible to make a judgment on these proposals without seeing what impact this will have on the surrounding roads (like Trundleys Road). Is Southwark council working jointly with Lewisham council on this? Where is the Lewisham side of the proposal?</p> <p>Making Bush road and Bestwood street two ways will only increase traffic on Trundleys Road and the area surrounding the primary school - surely this can't be good?</p>
<p>I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.</p> <p>It will be a very inconvenient system and reduce my appetite to visit the area for business.</p> <p>I do not support no left turn into Bush road.</p> <p>No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.</p>
<p>As I said previously I don't agree with the changes on Bush Rd as this is going to be costly and is completely unnecessary.</p> <p>In this particular proposition I would only agree with the special loading bay on Bush Rd and pedestrian crossing.</p> <p>I think you should keep Bush Rd one way, maybe add some parking space near the proposed loading bay instead of making it two-way.</p>
Oppose as it just looks confusing.
<p>Bus stop creates pinch point, consider having a one way system?</p> <p>Traffic lights need to have advanced green for cyclists as well as ASL box.</p> <p>Traffic going into two lane can make it hard for cyclists to filter, consider making the two lane into a</p>

marked cycle lane, preferably between the two lines of traffic but on the left (or "kill zone" of HGVs...) if necessary.

Places all through traffic in front of large residential estate increasing the air pollution and risk of health to residents. From your own limited statistics which believe are fundamentally underestimating the number of vehicles you are knowingly permitting an increase in air pollution. Therefore knowingly and wilfully increasing risk of death to vulnerable individuals such as those who suffer from asthma which is tantamount to corporate manslaughter

Free for all turning into Haddonfield estate from either direction into a single road where no possibility to turn creating greater risk of blockage from refuse trucks and lorries.

The turn into Haddonfield Albert Starr is so close to the traffic light without a keep clear will prevent vehicles from entering or exiting the estate including refuse trucks.

The attempt to make this a two way round failed woefully in 1960's as an emergency fire engine overturned on the bridge outside Albert Starr to the extreme tight left turn and no space to turn out wide.

Due to limited timings on lights permitting 8 vehicles to pass at each time this will cause blockages and congestion immediately outside residential estates.. This does not even take into account regular closures (on weekly basis) for Rotherhithe and Blackwall tunnels.

My preference would be for signalised crossing the other side of the junction (Lidl) on Bestwood Street instead of this new crossing location. I don't see anyone crossing where this new location is proposed. Strongly support the pavement widening (overdue given the existing trees blocking the path!) Strongly support two way Rotherhithe New Road.

Enable cyclists to turn left freely

Promote healthy and active lifestyle

Comments and or suggestions

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Reduced on street parking

Comments and or suggestions

I do not support two-way system as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support no left turn into Bush road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

As I said previously I don't agree with the changes on Bush Rd as this is going to be costly and is completely unnecessary.

In this particular proposition I would only agree with the special loading bay on Bush Rd and pedestrian crossing.

I think you should keep Bush Rd one way, maybe add some parking space near the proposed loading bay instead of making it two-way.

Road maintenance

Comments and or suggestions

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.

It would be good to have some speed humps of the "sinusoidal" variety which are easy to cycle over (even if they incorporate a flat top), so that motor traffic is strongly enough encouraged to follow the 20 speed limit. The humps should not be made of paving stones or any other material which becomes difficult to ride over with age and wear. Perhaps they should be made of asphalt, so that the surface is more elastic and easy to repair.

Safer speeds

Comments and or suggestions
These changes Advance stop lines for cyclists at Bush Road \ Rotherhithe New Road Narrower road will reduce traffic speeds will make it safer for cyclists.
The new junction alignment and two way traffic should hopefully slow down traffic.
Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here. It would be good to have some speed humps of the "sinusoidal" variety which are easy to cycle over (even if they incorporate a flat top), so that motor traffic is strongly enough encouraged to follow the 20 speed limit. The humps should not be made of paving stones or any other material which becomes difficult to ride over with age and wear. Perhaps they should be made of asphalt, so that the surface is more elastic and easy to repair.
"Narrower road will reduce traffic speeds" does no reduce traffic speed on its own. Some car drivers will speed down the road and it's going to be more dangerous. What about speed humps or other devices to force cars to slow down?
"Narrower roads will reduce traffic speeds"?! Speeds are quite slow enough as it is-ridiculously so.

Safety
Comments and or suggestions
This was tried may years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen
If i understand your traffic flow doc properly (https://consultations.southwark.gov.uk/planning-and-regeneration/lower-road/user_uploads/lower-road-traffic-flows.pdf) Then the amount of traffic on Bush Road will increase significantly: Current level AM: 1156 PM: 822 New level AM: 1486 PM: 1477 Bush road has a lot of densely packed residential (private and council) properties on it and if you did anything that increased the amount of traffic on this road, then it would have a hugely detrimental impact to the health of those living on this road (safety & air quality). There are lots of families with children living along this road and the children would especially suffer if the traffic levels increase. During rush hour the air quality is pretty horrible, and if you make it worse then the local people, and especially the local children will suffer.
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution! The simulation you put on YouTube shows that this change of traffic will result in car accidents happening. There is one near miss when a car is turning from Rotherhithe New Road to Bush Road (4:43 PM flow clip)
Making a road narrower to reduce traffic speeds also means less room for traffic to pass cyclists safely, if pavements are being made wider can some of this be given to a segregated cycle path?
Turn from Bush Road to Rotherhithe New Road to then continue right towards Lower Road always felt hazardous.
As a cyclist I commute this way and these plans would provide safety for all road users
Removing dangerous merging section and cross-over of cars
Good safe design

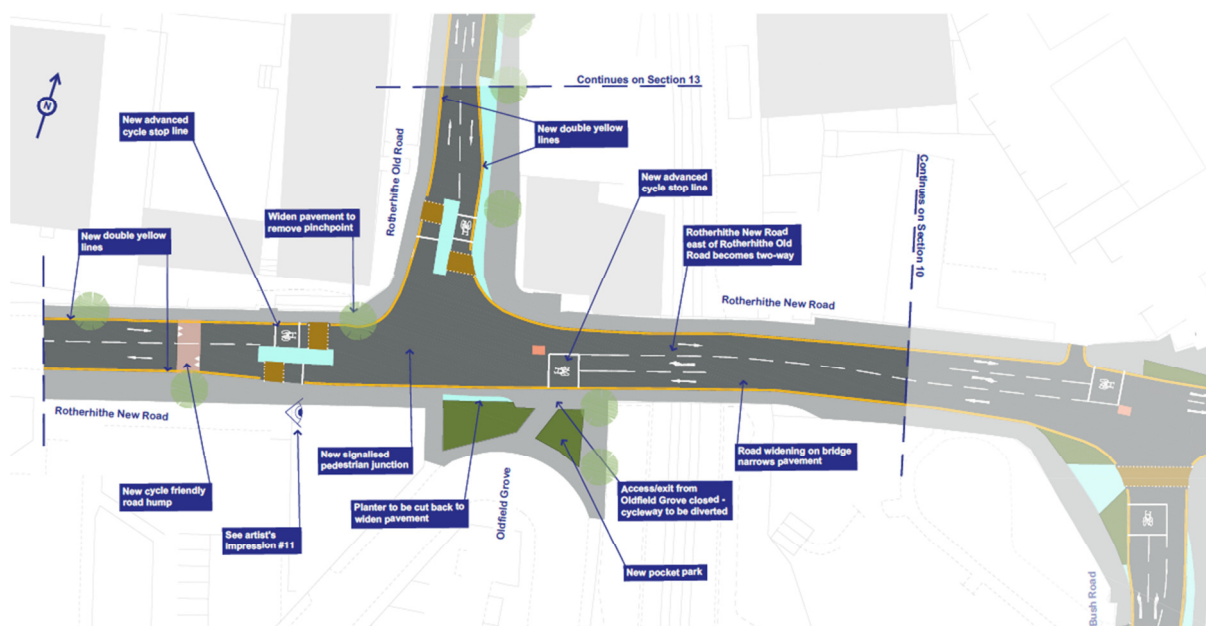
School street
Comments and or suggestions
Would cars travelling up and down Bush road be able to Turn onto Trundleys Road? If so, how do you plan to mitigate the increased amount of traffic on this road? Trundleys Road is busy with pedestrians and family doing the school run . Sir Francis Drake Primary just at the end of Trundleys Road has their Garden facing the road - have you considered the increased amount of traffic and pollution here?
Whilst we support the overall plan, this shouldn't be done at the expense of Trundleys Road residents and Sir Francis Drake's pupils. Therefore we can't support this proposal.

Segregated space for walking, cycling & driving
Comments and or suggestions
Segregated cycle lanes would also be good.
need protected cycling, not using people who choose to cycle as motor traffic control
Support the attempt to change these streets from one-way race-tracks, but that's what the essentially remain in this proposal. The proposal has stopped short from making them usable/friendly to cycle for all sections of society. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. I am most disappointed to see that there is not a safe and segregated cycle link along Rotherhithe New Road, which is an established cycle route as part of Route 425. The cycleway along Lower Road is great but it must link better with the existing cycle network and create safe links to/from these.
Making a road narrower to reduce traffic speeds also means less room for traffic to pass cyclists safely, if pavements are being made wider can some of this be given to a segregated cycle path?
Would be better to have separated cycle lane in Bush Road

Wider and well-maintained pavements/walking routes
Comments and or suggestions
My preference would be for signalised crossing the other side of the junction (Lidl) on Bestwood Street instead of this new crossing location. I don't see anyone crossing where this new location is proposed. Strongly support the pavement widening (overdue given the existing trees blocking the path!) Strongly support two way Rotherhithe New Road.
I support the widening of the east side pavement because at present the trees obscure much of the path.
I'm not sure how necessary the signalised pedestrian crossing is, could probably be zebra.
Loading bay is good idea.
No cycle lanes, would be better if there were some.
The wider pavements would be a definite improvement.
Pavement widening unnecessary.

Allow taxi access
Comments and or suggestions
Taxis allowed access
Where buses go taxis go
Allow taxi access
TFL TOTALLY FAILING LONDON BLACK CABS NEED ALL ACCESS
Taxis to be given complete excess
Black taxi access is essential
Taxi access demanded

Section 11. Rotherhithe New Road (between Rotherhithe Old Road and Bush Road)



Clarity and awareness on how to share the road and mutual respect

Comments and or suggestions

New pavement areas look great, advanced cycle stop key for cycle awareness. Will reduce overall air pollution

This would reduce confusion, and allow safer crossing. At the moment the zebra crossing is rather narrow and is hard to see pedestrians crossing until the last minute. The addition of a double way system will help to ease confusion.

Improve air quality

Comments and or suggestions

Believes that scheme will not improve air quality

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Keep one way, reduce speed with average speed cameras and keep flow of traffic moving. All the recent one way systems replaced in London have done nothing more than increase pollution, journey times and push away any new business making them no ho areas

Making Rotherhithe new road up to Rotherhithe old road and Rotherhithe old road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep both Rotherhithe new and old road one way only.

This will only cause more congestion and pollution

Increased congestion & pollution

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Three very well used zebra crossings are to be removed and a safe well used island for pedestrians so that motor traffic can take over and dominate this whole end of residential street Rotherhithe Old Road and this is totally unacceptable.

Replacing zebra crossings with staggered pelican style crossings is totally unacceptable. You intend to make pedestrians wait twice to cross the road and you are designing to increase the flow and quantity of motor traffic which is against policy including CWAAP which requires you to reduce motor traffic using Rotherhithe Old Road. How long will you force pedestrians to wait at each crossing? You have not provided that information.

I support comments made by residents living on Haddonfield Estate against these proposals and comments made against these proposals by those living on the Silwood Estate and around Old Field Grove.

The proposal to increase the motor traffic along these roads will cause harm to residents.

These roads are already very busy and polluted and traffic needs to be substantially reduced not increased.

Homes are literally covered in traffic soot as anyone who visits can see.

I want to make sure you are aware of that because it might well be residents will take action about the failure to reduce pollution along the A200.

Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this area is West of the A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.

You actually propose to make things worse for cyclists.

Believes that scheme will improve air quality

New pavement areas look great, advanced cycle stop key for cycle awareness. Will reduce overall air pollution

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Crossing roads is easy and safe
Comments and or suggestions
Suggestions to improve pedestrian crossings
Takes away a pedestrian crossing to Oldfield grove at the junction of Rotherhithe New Road and Rotherhithe Old Road. I'd also want further information on the diverted cycleway.
I like the idea of Oldfield Grove being closed off as currently it leads to problems with vehicles illegally making illegal right turns into Rotherhithe Old Road after the traffic island, which causes hold-ups. Could there not also be a pedestrian crossing on the east side of the junction. I guarantee lot of people will try to cross here anyway.
Lack of pedestrian crossing on the east side of the junction. the current design is flawed but at least crossing is easier because of the island and the zebras. I suggest another pedestrian crossing where the exit from Oldfield grove used to be.
The proposals are poor for cycling. Pedestrian crossings should be straight through.
The pedestrian crossings facilities here are simply not adequate. The crossings are way off the pedestrian desire lines and staggered crossings should not be used across single carriageway roads. A signalised crossing is required on the south-eastern arm of the junction. This is very poor.
Need a crossing on the East arm of Rotherhithe New Rd. There is no crossing at the Bush Rd junction, so a crossing here would be useful for pedestrians. Importantly, would allow cyclists using National Route 425 to have a safe way to reach Plough Way. Loss of the NR425 route is serious as this provides a safe way between Surrey Quays and the New Cross area and a traffic free link to Quietway (Cycleway) 1. It is OK heading southeast on the new scheme, but it pretty much impossible heading northwest towards Surrey Quays. There is steady use at present. We also use this route for regular "Healthy Rides" that I co-ordinate for Southwark Cyclists. These rides help new cyclists to learn routes and gain confidence. Returning to Canada Water from Q1 we like to use the NR425 route from Oldfield Grove, across the Bush Rd crossing (also lost in new scheme), over to Plough Way and left to the path to Greenland Dock. Providing the extra crossing would mean a safe route, albeit with dismounting, would be possible. I think a 2-stage crossing would be possible without an extra lights stage, so traffic flows would be unaffected.
Please keep the zebra crossing. These are very well used by pedestrians. Please make sure you prioritise pedestrians not motor traffic. You propose to increase the traffic using this road and into Rotherhithe Old Road and this is totally unacceptable and traffic needs to be greatly reduced.
It is essential that access to NCN 425/Oldfield Grove is provided via shared path section or cycle tracks at pavement level through the new landscaping area. This link needs to be considered for both those heading both directions along Rotherhithe Road as well as Rotherhithe New Road. This is likely to require a cycle light phase to enable people on bicycles to exit and cycle early start phases for the junction arms shared with motor vehicles.. This junction geometry requires further development in detailed design. Currently the pedestrian crossings and stop lines are proposed to be considerably set back. This makes it harder for less confident cyclists to pass through the junction, increases the likelihood of pedestrians crossing on their desire line rather than using a crossing and misses the opportunity to provide an exemplary public realm. At 3.4m and 3.7m, two of the junction arms have critical widths for cycling. By moving the crossings and stop lines closer to the middle of the junction, these issues for walking and cycling could be resolved. There is no pedestrian crossing proposed next to Oldfield Grove, despite being a popular walking route, we suggest adding to this arm to reduce road danger.
It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and Cycleway 4 The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more

efficiently.
Believes that scheme makes crossing easy and safe
currently very dangerous on a bike when crossing traffic, good to see cyclepath does not use this road.
This would reduce confusion, and allow safer crossing. At the moment the zebra crossing is rather narrow and is hard to see pedestrians crossing until the last minute. The addition of a double way system will help to ease confusion.

Do not agree with traffic calming/reduction and cycle lanes
Comments and or suggestions
As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Don't support and don't see benefit of road closures
Comments and or suggestions
Not in support of Oldfield Grove closure
Oldfield grove being closed to cyclist will require that the highly unsafe will have to be used instead (high prevalence of speeding motor vehicles and many parked cars adding to hazard). Suggest the shared pedestrian and cycle pavement eastwards of OG junction with RNR be retained as a safe option and that OG not be closed to cyclists/persons.
To block off Oldfield this will cause emergency vehicle to have to drive an additional time to access both Lewisham and Southwark residents. This will significantly cut off the Lewisham residents who only access is from Oldfield Grove. It will force fire engines to drive down narrow roads to access Lewisham residents causing additional time to arrive to a fire and putting the lives of Lewisham and Southwark residents at risk.
It is also clear there is no box junction here and due to high level usage of the junction will be blocked very quickly and regularly snarling up the remainder of the flow of traffic trying to turn right or going straight across of the junction
Please don't close Oldfield Grove at Rotherhithe New Road/Rotherhithe Old Road.

Easy and safe to cycle
Comments and or suggestions
Believes that scheme will make cycling easier and/or safer
As a cyclist I commute this way and these plans would provide safety for all road users
Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all
Improve access to Oldfield Grove/NCN425
Why can't there be dropped kerbs for cyclists going into/out of Oldfield Grove? Would be even better if this was a designed cyclists cut through with their own lights.
The junction with the cycle route along the Oldfield Grove seems awkward, particularly for cyclists turning right. At the moment the exit from Oldfield Grove takes you out onto the ASL. For cyclists going right, it would be better if you came out ahead of the stop line.
It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at

pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and Cycleway 4

The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more efficiently.

Believes that scheme will not make cycling easier and/or safer

it's not enough to ignore safe cycle provision on this road

The proposals are poor for cycling. Pedestrian crossings should be straight through.

Looks confusing for a cyclist

Need my children to be able to cycle safely here! And this doesn't really provide for that.

Better safer cycling provision would be welcome

Three very well used zebra crossings are to be removed and a safe well used island for pedestrians so that motor traffic can take over and dominate this whole end of residential street Rotherhithe Old Road and this is totally unacceptable.

Replacing zebra crossings with staggered pelican style crossings is totally unacceptable. You intend to make pedestrians wait twice to cross the road and you are designing to increase the flow and quantity of motor traffic which is against policy including CWAAP which requires you to reduce motor traffic using Rotherhithe Old Road. How long will you force pedestrians to wait at each crossing? You have not provided that information.

I support comments made by residents living on Haddonfield Estate against these proposals and comments made against these proposals by those living on the Silwood Estate and around Old Field Grove.

The proposal to increase the motor traffic along these roads will cause harm to residents.

These roads are already very busy and polluted and traffic needs to be substantially reduced not increased.

Homes are literally covered in traffic soot as anyone who visits can see.

I want to make sure you are aware of that because it might well be residents will take action about the failure to reduce pollution along the A200.

Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this area is West of the A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.

You actually propose to make things worse for cyclists.

I am concern about the safety of cyclists in this junction, especially in the bridge and turning onto Rotherhithe Old Road

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Not in support of Oldfield road closure for cyclists and/or general traffic

Oldfield grove being closed to cyclists is frustrating - you haven't said how the cycleway will be diverted, and it's a very natural desire line from queens road Peckham/Q1 to surrey quays. i feel like a dropped kerb allowing cyclists leaving Oldfield grove join the westbound ASL, and allowing Rotherhithe old rd cyclists to go straight on to Oldfield grove, won't interfere with the traffic flow while retaining this crucial link.

Not sure I understand the access to Oldfield Grove - will this still be accessible to cyclists? I often use the route that leads from this road down past The Den. If so, I do like that it will be easier to access coming from the north, via Rotherhithe Old Road.

Even if Oldfield road is closed to traffic, why cannot it still be open for cyclists? This is an important route down to the path by the overground line.

Why can't there be dropped kerbs for cyclists going into/out of Oldfield Grove? Would be even better if this was a designed cyclists cut through with their own lights.

Much of the proposals are very positive. My concern is access to the streets from Oldfield Grove. Increased traffic around Silwood Street is of particular concern if access to Oldfield Grove is entirely shut off. Is this also for pedestrians? Some more information about the access routes and traffic situation to the estates running off Silwood Street would be very helpful and appreciated in being able to respond fully to this consultation.

Oldfield grove being closed to cyclist will require that the highly unsafe will have to be used instead (high prevalence of speeding motor vehicles and many parked cars adding to hazard). Suggest the shared pedestrian and cycle pavement eastwards of OG junction with RNR be retained as a safe option and that OG not be closed to cyclists/persons.

Very important to make links in the network and thus make it super safe, so I would request access to NCN 425/Oldfield Grove via a shared path section or cycle tracks at pavement level through the new landscaping area. This is clearly possible as it has already been done with Gambia Street.

Can we maintain the link to NCN 425/Oldfield Grove through the new landscaping area?

Oldfield grove connects to a cycle path that runs alongside the railway tracks to The Den and Quietway 1 - surely this entry/exit point for cyclist should be preserved?

Must provide access to Oldfield Grove as this is an essential link here. This can be done by shared pavement or with pavement level cycle tracks as has been done on Gambia Street.

Access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area should be retained (as with Gambia St). It is essential that this key local link should not be lost.

"Access/exit from Oldfield Grove closed - cycleway to be diverted" - I don't see why not retaining bicycle access to/from it, it's a quiet road that connects to a lovely path along the railway. It would be a loss and it's not clear where the alternative access would be from.

I suggest an access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.

Access to Oldfield Grove for cyclists is important, it's part of a very useful route to Bridgehouse Meadows

Please provide access to NCN 425/Oldfield Grove via a shared path section or cycle tracks at pavement level through the new landscaping area. (As has been done with Gambia Street.) This is a key local link and it is essential it is retained.

How does the connection with the cycling route quiet way 1 work if Oldfield grove will be closed?

Please change the proposed new landscaping at the closed access between Oldfield Grove and Rotherhithe New Road so that cyclists can access Oldfield Grove. Many cyclists do this as the cycle route from Oldfield Grove down to Surrey Canal Road / Millwall Stadium is extremely useful. Your plans indicate "NCN425 to be diverted" but many cyclists do not follow the NCN routes / signage and instead use Oldfield Grove because it is convenient and direct, and diverting the NCN will not stop this. Cyclists will always want to access Oldfield Grove from Rotherhithe New Road - the least you could do would be to provide a bit more space for cyclists between the proposed landscaping features so they can safely get from Oldfield Grove to the advanced stop line at the remodelled junction on Rotherhithe New Road. Your current design is dangerous and harms your objectives of increasing cycling in the area.

Keep access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.

Could they access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.

Please ensure that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level is retained through the new landscaping area. This has been done with Gambia Street. This is a key local link.

Is access to Oldfield Grove for cyclists going to be blocked here? I would prefer that the link be retained and upgraded.

There is a need for access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. This has been done with Gambia Street. This is a

key local link and it is essential its retained.
Access NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and it is essential it is retained.
Would be good to see access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Oldfield Road is a key cycling connection between Cycleway 4, the Canada Water and Surrey Quays area and the Quietway 1 at the Millwall stadium. However, Oldfield Road is closed and the cycle link relocated with no further indication on where and how this would happen. Cyclists using this route would not see any significant improvement with respect to the highway dominated environment which is there today. There are no pedestrian crossings on Rotherhithe New Road from west of Rotherhithe Old Road to Lower Road, in particular at the junctions between Oldfield Road (where a new pedestrian focused public realm and landscaped area is planned) and Bush Road. The designs here should be revised to provide improved cycling connections and more pedestrian permeability.
Access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area
As a resident of the Oldfield Grove area, but in the Lewisham area, I am concerned about access to the estate if the Oldfield Grove road is closed without plans for better access into the estate using the other roads.
access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area
I ask that the access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Please allow access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area, as with Gambia Street. This is a key local link and it's essential it's retained.
Access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Retain access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area, as has been done with Gambia Street.
NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Strongly support and would ask the access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Please keep cycle access to Oldfield Grove
The cycle route from Millwall Stadium and Surrey Canal Road along the railway line MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route. Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained. Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.
Can I suggest you give access to NCN 425/Oldfield Grove via a shared path section or cycle tracks at pavement level through the new landscaping area such, such as in Gambia Street, which is a key local link and important to retain.
Access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through

the new landscaping area as has been done with Gambia Street. This is a key local link and its essential its retained.
Access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area would be good. As has been done with Gambia Street. This is a key local link and its essential its retained.
It is essential that access to NCN 425/Oldfield Grove is provided via shared path section or cycle tracks at pavement level through the new landscaping area. This link needs to be considered for both those heading both directions along Rotherhithe Road as well as Rotherhithe New Road. This is likely to require a cycle light phase to enable people on bicycles to exit and cycle early start phases for the junction arms shared with motor vehicles.. This junction geometry requires further development in detailed design. Currently the pedestrian crossings and stop lines are proposed to be considerably set back. This makes it harder for less confident cyclists to pass through the junction, increases the likelihood of pedestrians crossing on their desire line rather than using a crossing and misses the opportunity to provide an exemplary public realm. At 3.4m and 3.7m, two of the junction arms have critical widths for cycling. By moving the crossings and stop lines closer to the middle of the junction, these issues for walking and cycling could be resolved. There is no pedestrian crossing proposed next to Oldfield Grove, despite being a popular walking route, we suggest adding to this arm to reduce road danger.
Similar to the Gambia Street layout, please allow cyclists to access the NCN 425 on Oldfield Grove by adding a section of shared path section or some cycle tracks at pavement level through the new landscaped area. This is a vital local link and its essential it is kept open.
Access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Could you add access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area? As has been done with Gambia Street. This is a key local link and its essential its retained.
Please provide access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and its essential its retained.
Access to NCN 425/Oldfield Grove through the new landscaping area is required. 20mph.
I suggest that access to NCN 425/Oldfield Grove should be via shared path section or cycle tracks at pavement level through the new landscaping area. As has been done with Gambia Street. This is a key local link and it's essential its retained.
Other
Making Rotherhithe new road up to Rotherhithe old road and Rotherhithe old road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep both Rotherhithe new and old road one way only.
Need a crossing on the East arm of Rotherhithe New Rd. There is no crossing at the Bush Rd junction, so a crossing here would be useful for pedestrians. Importantly, would allow cyclists using National Route 425 to have a safe way to reach Plough Way. Loss of the NR425 route is serious as this provides a safe way between Surrey Quays and the New Cross area and a traffic free link to Quietway (Cycleway) 1. It is OK heading southeast on the new scheme, but it pretty much impossible heading northwest towards Surrey Quays. There is steady use at present. We also use this route for regular "Healthy Rides" that I co-ordinate for Southwark Cyclists. These rides help new cyclists to learn routes and gain confidence. Returning to Canada Water from Q1 we like to use the NR425 route from Oldfield Grove, across the Bush Rd crossing (also lost in new scheme), over to Plough Way and left to the path to Greenland Dock. Providing the extra crossing would mean a safe route, albeit with dismounting, would be possible. I think a 2-stage crossing would be possible without an extra lights stage, so traffic flows would be unaffected.

Greenery & green open space
Comments and or suggestions
More trees needed

Improved junctions and/or traffic lights designs and phasing
Comments and or suggestions
Retain Oldfield Grove access
<p>To block off Oldfield this will cause emergency vehicle to have to drive an additional time to access both Lewisham and Southwark residents. This will significantly cut off the Lewisham residents who only access is from Oldfield Grove. It will force fire engines to drive down narrow roads to access Lewisham residents causing additional time to arrive to a fire and putting the lives of Lewisham and Southwark residents at risk.</p> <p>It is also clear there is no box junction here and due to high level usage of the junction will be blocked very quickly and regularly snarling up the remainder of the flow of traffic trying to turn right or going straight across of the junction</p>
<p>New signalised junction long overdue.</p> <p>Not clear where new cycle route from/to Surrey Canal Road will route.</p> <p>Advance Stop lines are a waste of paint as they are not enforced and are ignored by 99% of drivers as a result.</p>
<p>The cycle route from Millwall Stadium and Surrey Canal Road along the railway line MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route. Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained.</p> <p>Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.</p>
<p>It is essential that access to NCN 425/Oldfield Grove is provided via shared path section or cycle tracks at pavement level through the new landscaping area. This link needs to be considered for both those heading both directions along Rotherhithe Road as well as Rotherhithe New Road. This is likely to require a cycle light phase to enable people on bicycles to exit and cycle early start phases for the junction arms shared with motor vehicles..</p> <p>This junction geometry requires further development in detailed design. Currently the pedestrian crossings and stop lines are proposed to be considerably set back. This makes it harder for less confident cyclists to pass through the junction, increases the likelihood of pedestrians crossing on their desire line rather than using a crossing and misses the opportunity to provide an exemplary public realm. At 3.4m and 3.7m, two of the junction arms have critical widths for cycling. By moving the crossings and stop lines closer to the middle of the junction, these issues for walking and cycling could be resolved.</p> <p>There is no pedestrian crossing proposed next to Oldfield Grove, despite being a popular walking route, we suggest adding to this arm to reduce road danger.</p>
<p>Need a crossing on the East arm of Rotherhithe New Rd. There is no crossing at the Bush Rd junction, so a crossing here would be useful for pedestrians. Importantly, would allow cyclists using National Route 425 to have a safe way to reach Plough Way. Loss of the NR425 route is serious as this provides a safe way between Surrey Quays and the New Cross area and a traffic free link to Quietway (Cycleway) 1. It is OK heading southeast on the new scheme, but it pretty much impossible heading northwest towards Surrey Quays. There is steady use at present. We also use this route for regular "Healthy Rides" that I co-ordinate for Southwark Cyclists. These rides help new cyclists to learn routes and gain confidence. Returning to Canada Water from Q1 we like to use the NR425 route from Oldfield Grove, across the Bush Rd crossing (also lost in new scheme), over to Plough Way and left to the path to Greenland Dock. Providing the extra crossing would mean a safe route, albeit with dismounting, would be possible. I think a 2-stage crossing would be possible without an extra lights stage, so traffic flows would be unaffected.</p>
<p>It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and</p>

Cycleway 4

The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more efficiently.

Improve pedestrian crossing at junction

does crossing on Rotherhithe Old Rd really need to be staggered?

The pedestrian crossings facilities here are simply not adequate. The crossings are way off the pedestrian desire lines and staggered crossings should not be used across single carriageway roads. A signalised crossing is required on the south-eastern arm of the junction. This is very poor.

Other concerns

please make sure that there is a specific traffic light for cyclists coming from the east of lower road (at least 40 sec early than the car traffic light) so they can turn right into Rotherhithe old road safely

The junction with the cycle route along the Oldfield Grove seems awkward, particularly for cyclists turning right. At the moment the exit from Oldfield Grove takes you out onto the ASL. For cyclists going right, it would be better if you came out ahead of the stop line.

As above, does the Rotherhithe new road need to be two way? That way you can keep the option for traffic to go straight on, or turn right onto Rotherhithe Old Road (as now) without the need for a junction.

Improved motor vehicles drivers/riders behaviours

Comments and or suggestions

I like the idea of Oldfield Grove being closed off as currently it leads to problems with vehicles illegally making illegal right turns into Rotherhithe Old Road after the traffic island, which causes hold-ups. Could there not also be a pedestrian crossing on the east side of the junction. I guarantee lot of people will try to cross here anyway.

Improved pedestrian behaviour

Comments and or suggestions

This would reduce confusion, and allow safer crossing. At the moment the zebra crossing is rather narrow and is hard to see pedestrians crossing until the last minute. The addition of a double way system will help to ease confusion.

You'll get a lot pedestrian rogue crossings - the island crossings you're proposing is not prioritising pedestrians although I do understand you're encouraging people to use Lower Road. I used to do this walk a lot from Deptford Park to Southwark Park and I would never use Lower Road cause it is so awful to walk along. I guess cause that environment will be improved this won't be a priority pedestrian route.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Making Rotherhithe new road up to Rotherhithe old road and Rotherhithe old road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.

Please keep both Rotherhithe new and old road one way only.

Less congestion - Improved traffic flow
Comments and or suggestions
Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****
Making Rotherhithe new road up to Rotherhithe old road and Rotherhithe old road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7. Bus reliability is already struggling, and the proposal will make it even worse. Please keep both Rotherhithe new and old road one way only.
This will only cause more congestion and pollution
Increased congestion & pollution
Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists
To block off Oldfield this will cause emergency vehicle to have to drive an additional time to access both Lewisham and Southwark residents. This will significantly cut off the Lewisham residents who only access is from Oldfield Grove. It will force fire engines to drive down narrow roads to access Lewisham residents causing additional time to arrive to a fire and putting the lives of Lewisham and Southwark residents at risk. It is also clear there is no box junction here and due to high level usage of the junction will be blocked very quickly and regularly snarling up the remainder of the flow of traffic trying to turn right or going straight across of the junction
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.
More and safer cycle infrastructure/ routes
Comments and or suggestions
Requests for segregated cycle facilities/Cycle lanes
Add clearly marked and well maintained cycle lanes
Why no bike lanes?
Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. Unless these streets have

the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. It is absolutely not acceptable that the existing cycle link down Oldfield Grove is severed. You cannot give up on these links just because they are 'too difficult' to accommodate. A cycle link such as the one on Lower Road cannot stand isolated and must be woven into the existing cycle network and provide for safe cycling once people leave the main route.
where has the cycle path gone in this section?
Need dedicated cycle route
Cycle advance stop boxes, especially those without good quality cycle lanes, encourage cyclists to filter on the left side of the road. This puts the cyclists at risk from vehicles turning left. More cycle protection needed, too much space is given to motor traffic at expense of green space, and other road users.
A protected cycle way should be provided between Lower Road and Oldfield Grove.
A protected cycle route between Lower Road and Oldfield Grove should be provided.
it's not enough to ignore safe cycle provision on this road
Why can't there be dropped kerbs for cyclists going into/out of Oldfield Grove? Would be even better if this was a designed cyclists cut through with their own lights.
There is no provisions for cyclist here, a few token ASL. Is the ASL going to be enforced with CCTV?
please make sure that there is a specific traffic light for cyclists coming from the east of lower road (at least 40 sec early than the car traffic light) so they can turn right into Rotherhithe old road safely
Three very well used zebra crossings are to be removed and a safe well used island for pedestrians so that motor traffic can take over and dominate this whole end of residential street Rotherhithe Old Road and this is totally unacceptable. Replacing zebra crossings with staggered pelican style crossings is totally unacceptable. You intend to make pedestrians wait twice to cross the road and you are designing to increase the flow and quantity of motor traffic which is against policy including CWAAP which requires you to reduce motor traffic using Rotherhithe Old Road. How long will you force pedestrians to wait at each crossing? You have not provided that information. I support comments made by residents living on Haddonfield Estate against these proposals and comments made against these proposals by those living on the Silwood Estate and around Old Field Grove. The proposal to increase the motor traffic along these roads will cause harm to residents. These roads are already very busy and polluted and traffic needs to be substantially reduced not increased. Homes are literally covered in traffic soot as anyone who visits can see. I want to make sure you are aware of that because it might well be residents will take action about the failure to reduce pollution along the A200. Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this area is West of the A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets. You actually propose to make things worse for cyclists.
Requests to improve cycle access to Oldfield Grove
The junction with the cycle route along the Oldfield Grove seems awkward, particularly for cyclists turning right. At the moment the exit from Oldfield Grove takes you out onto the ASL. For cyclists going right, it would be better if you came out ahead of the stop line.
Please change the proposed new landscaping at the closed access between Oldfield Grove and Rotherhithe New Road so that cyclists can access Oldfield Grove. Many cyclists do this as the cycle route from Oldfield Grove down to Surrey Canal Road / Millwall Stadium is extremely useful. Your plans indicate "NCN425 to be diverted" but many cyclists do not follow the NCN routes / signage and instead use Oldfield Grove because it is convenient and direct, and diverting the NCN will not stop this. Cyclists will always want to access Oldfield Grove from Rotherhithe New Road - the least you could do would be to provide a bit more space for cyclists between the proposed landscaping features so they can safely get from Oldfield Grove to the advanced stop line at the remodelled junction on Rotherhithe New Road. Your current design is dangerous and harms your objectives of increasing cycling in the area.
New signalised junction long overdue.

Not clear where new cycle route from/to Surrey Canal Road will route.
Advance Stop lines are a waste of paint as they are not enforced and are ignored by 99% of drivers as a result.

Oldfield Road is a key cycling connection between Cycleway 4, the Canada Water and Surrey Quays area and the Quietway 1 at the Millwall stadium. However, Oldfield Road is closed and the cycle link relocated with no further indication on where and how this would happen. Cyclists using this route would not see any significant improvement with respect to the highway dominated environment which is there today.

There are no pedestrian crossings on Rotherhithe New Road from west of Rotherhithe Old Road to Lower Road, in particular at the junctions between Oldfield Road (where a new pedestrian focused public realm and landscaped area is planned) and Bush Road.

The designs here should be revised to provide improved cycling connections and more pedestrian permeability.

The cycle route from Millwall Stadium and Surrey Canal Road along the railway line MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route. Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained.

Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.

Suggestions to improve cycle safety

Need a crossing on the East arm of Rotherhithe New Rd. There is no crossing at the Bush Rd junction, so a crossing here would be useful for pedestrians. Importantly, would allow cyclists using National Route 425 to have a safe way to reach Plough Way. Loss of the NR425 route is serious as this provides a safe way between Surrey Quays and the New Cross area and a traffic free link to Quietway (Cycleway) 1. It is OK heading southeast on the new scheme, but it pretty much impossible heading northwest towards Surrey Quays. There is steady use at present. We also use this route for regular "Healthy Rides" that I co-ordinate for Southwark Cyclists. These rides help new cyclists to learn routes and gain confidence. Returning to Canada Water from Q1 we like to use the NR425 route from Oldfield Grove, across the Bush Rd crossing (also lost in new scheme), over to Plough Way and left to the path to Greenland Dock. Providing the extra crossing would mean a safe route, albeit with dismounting, would be possible. I think a 2-stage crossing would be possible without an extra lights stage, so traffic flows would be unaffected.

It is essential that access to NCN 425/Oldfield Grove is provided via shared path section or cycle tracks at pavement level through the new landscaping area. This link needs to be considered for both those heading both directions along Rotherhithe Road as well as Rotherhithe New Road. This is likely to require a cycle light phase to enable people on bicycles to exit and cycle early start phases for the junction arms shared with motor vehicles..

This junction geometry requires further development in detailed design. Currently the pedestrian crossings and stop lines are proposed to be considerably set back. This makes it harder for less confident cyclists to pass through the junction, increases the likelihood of pedestrians crossing on their desire line rather than using a crossing and misses the opportunity to provide an exemplary public realm. At 3.4m and 3.7m, two of the junction arms have critical widths for cycling. By moving the crossings and stop lines closer to the middle of the junction, these issues for walking and cycling could be resolved.

There is no pedestrian crossing proposed next to Oldfield Grove, despite being a popular walking route, we suggest adding to this arm to reduce road danger.

It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and Cycleway 4

The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more

efficiently.
The proposals are poor for cycling. Pedestrian crossings should be straight through.
Believes that scheme does not provide more and safer cycle infrastructure
Need my children to be able to cycle safely here! And this doesn't really provide for that.
Great for cyclists to avoid this junction, stuck between traffic lanes crossing railway to turn right then filter left into Rotherhithe Old Road.
Believes that scheme does provide more and safer cycle infrastructure
Advanced cycle stops greatly needed
New pavement areas look great, advanced cycle stop key for cycle awareness. Will reduce overall air pollution
Better safer cycling provision would be welcome
Advance stop lines for cyclists make its safer for us to ride to work.
More safe and direct cycling infrastructure pls
Very important to improve safety for cyclists and reduce the risk from cars.

More enforcement
Comments and or suggestions
Keep one way, reduce speed with average speed cameras and keep flow of traffic moving. All the recent one way systems replaced in London have done nothing more than increase pollution, journey times and push away any new business making them no ho areas
ASL need enforcement otherwise useless as a safety measure fir those choosing to cycle.
There is no provisions for cyclist here, a few token ASL. Is the ASL going to be enforced with CCTV?
Double yellow lines are only as good as the enforcement, drivers must be arrested and banned from driving if they don't comply with the rules.

Noise reduction
Comments and or suggestions
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Other
Comments and or suggestions
Requests for further information surrounding Oldfield Grove closure
Takes away a pedestrian crossing to Oldfield grove at the junction of Rotherhithe New Road and Rotherhithe Old Road. I'd also want further information on the diverted cycleway.
Much of the proposals are very positive. My concern is access to the streets from Oldfield Grove. Increased traffic around Silwood Street is of particular concern if access to Oldfield Grove is entirely shut off. Is this also for pedestrians? Some more information about the access routes and traffic situation to the estates running off Silwood Street would be very helpful and appreciated in being able to respond fully to this consultation.
Not supportive of proposed two-way design
The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake. The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them. Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

As above, does the Rotherhithe new road need to be two way? That way you can keep the option for traffic to go straight on, or turn right onto Rotherhithe Old Road (as now) without the need for a junction.
Keep one way, reduce speed with average speed cameras and keep flow of traffic moving. All the recent one way systems replaced in London have done nothing more than increase pollution, journey times and push away any new business making them no ho areas
Unnecessary introduction of two way traffic with no perceived benefits
If all of lower road was two way there would be no problem with this it would improve it for the local residents
Other comments
Anything to remove the cross-over and merge and Bush Road and Rotherhithe New Road is beneficial
While the road layout looks acceptable it would appear not designed for the volume of traffic.
The junction with the cycle route along the Oldfield Grove seems awkward, particularly for cyclists turning right. At the moment the exit from Oldfield Grove takes you out onto the ASL. For cyclists going right, it would be better if you came out ahead of the stop line.
To block off Oldfield this will cause emergency vehicle to have to drive an additional time to access both Lewisham and Southwark residents. This will significantly cut off the Lewisham residents who only access is from Oldfield Grove. It will force fire engines to drive down narrow roads to access Lewisham residents causing additional time to arrive to a fire and putting the lives of Lewisham and Southwark residents at risk. It is also clear there is no box junction here and due to high level usage of the junction will be blocked very quickly and regularly snarling up the remainder of the flow of traffic trying to turn right or going straight across of the junction

Pedestrian priority

Comments and or suggestions

Please keep the zebra crossing. These are very well used by pedestrians.
Please make sure you prioritise pedestrians not motor traffic.
You propose to increase the traffic using this road and into Rotherhithe Old Road and this is totally unacceptable and traffic needs to be greatly reduced.

Freight/deliveries management (off street/ reduce/ timing)

Comments and or suggestions

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Promote healthy and active lifestyle

Comments and or suggestions

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Promote local economy

Comments and or suggestions

Keep one way, reduce speed with average speed cameras and keep flow of traffic moving. All the recent one way systems replaced in London have done nothing more than increase pollution, journey times and push away any new business making them no ho areas

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Reduce road conflict between users

Comments and or suggestions

Great for cyclists to avoid this junction, stuck between traffic lanes crossing railway to turn right then filter left into Rotherhithe Old Road.

Reduced on street parking

Comments and or suggestions

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

The only issue I have with this particular proposal is the loss of parking spaces again. Where is the adequate replacement?

Advance stop line is better than nothing. Support new double yellow lines

Safer speeds

Comments and or suggestions

Keep one way, reduce speed with average speed cameras and keep flow of traffic moving. All the recent one way systems replaced in London have done nothing more than increase pollution, journey times and push away any new business making them no ho areas

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. It is absolutely not acceptable that the existing cycle link down Oldfield Grove is severed. You cannot give up on these links just because they are 'too difficult' to accommodate. A cycle link such as the one on Lower Road cannot stand isolated and must be woven into the existing cycle network and provide for safe cycling once people leave the main route.

Safety

Comments and or suggestions

Scheme will be less safe for pedestrians

The pedestrian crossings facilities here are simply not adequate. The crossings are way off the pedestrian desire lines and staggered crossings should not be used across single carriageway roads. A signalised crossing is required on the south-eastern arm of the junction. This is very poor.

It is essential that access to NCN 425/Oldfield Grove is provided via shared path section or cycle tracks at pavement level through the new landscaping area. This link needs to be considered for both those heading both directions along Rotherhithe Road as well as Rotherhithe New Road. This is likely to require a cycle light phase to enable people on bicycles to exit and cycle early start phases for the junction arms shared with motor vehicles..

This junction geometry requires further development in detailed design. Currently the pedestrian crossings and stop lines are proposed to be considerably set back. This makes it harder for less

confident cyclists to pass through the junction, increases the likelihood of pedestrians crossing on their desire line rather than using a crossing and misses the opportunity to provide an exemplary public realm. At 3.4m and 3.7m, two of the junction arms have critical widths for cycling. By moving the crossings and stop lines closer to the middle of the junction, these issues for walking and cycling could be resolved.

There is no pedestrian crossing proposed next to Oldfield Grove, despite being a popular walking route, we suggest adding to this arm to reduce road danger.

It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and Cycleway 4

The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more efficiently.

Scheme will be less safe for cyclists

it's not enough to ignore safe cycle provision on this road

Oldfield grove being closed to cyclist will require that the highly unsafe will have to be used instead (high prevalence of speeding motor vehicles and many parked cars adding to hazard). Suggest the shared pedestrian and cycle pavement eastwards of OG junction with RNR be retained as a safe option and that OG not be closed to cyclists/persons.

Very important to make links in the network and thus make it super safe, so I would request access to NCN 425/Oldfield Grove via a shared path section or cycle tracks at pavement level through the new landscaping area. This is clearly possible as it has already been done with Gambia Street.

Other safety concerns

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Believes that scheme will make the area safer

Strongly support - this is currently a dangerous area.

currently very dangerous on a bike when crossing traffic, good to see cyclepath does not use this road.

As a cyclist I commute this way and these plans would provide safety for all road users

Segregated space for walking, cycling & driving

Comments and or suggestions

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. It is absolutely not acceptable that the existing cycle link down Oldfield Grove is severed. You cannot give up on these links just because they are 'too difficult' to accommodate. A cycle link such as the one on Lower Road cannot stand isolated and must be woven into the existing cycle network and provide for safe cycling once people leave the main route.

Segregation between cyclist and pedestrians

Comments and or suggestions

Segregated cycle lanes would also be good.

Better to have separated cycle lane

Traffic reduction

Comments and or suggestions

Believes that scheme will increase traffic on side roads

Much of the proposals are very positive. My concern is access to the streets from Oldfield Grove. Increased traffic around Silwood Street is of particular concern if access to Oldfield Grove is entirely shut off. Is this also for pedestrians? Some more information about the access routes and traffic situation to the estates running off Silwood Street would be very helpful and appreciated in being able to respond fully to this consultation.

Please keep the zebra crossing. These are very well used by pedestrians.

Please make sure you prioritise pedestrians not motor traffic.

You propose to increase the traffic using this road and into Rotherhithe Old Road and this is totally unacceptable and traffic needs to be greatly reduced.

Will lead to traffic chaos

Increased congestion & pollution

Accessible for all

Comments and or suggestions

As a disabled person reliant on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at Elephant and Castle, (replicated at Old St and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Walking routes and wayfinding

Comments and or suggestions

It is essential that access to NCN 425/Oldfield Grove via shared path section or cycle tracks at pavement level through the new landscaping area is provided. This link is an essential route for a large number of our local members and is crucial to providing cross borough connectivity linking to essential local amenities in Deptford, Bermondsey and Surrey Quays both via Rotherhithe cycleway and Cycleway 4

The scheme proposes no pedestrian crossings between Rotherhithe Old Road and Lower Road, a big gap, and the crossings around the Rotherhithe Old/New Road junction are set back far away from the desire line. This is likely to lead to people on foot crossing away from formal crossings and create road safety issues. The set back would make the junction very wide and unpleasant to cycle across. The crossings should be moved towards the centre of the junction, which would also make it work more efficiently.

Wider and well-maintained pavements/walking routes**Comments and or suggestions**

The pavement should not be narrowed, but the rest is great

Don't narrow the footpath.

New pavement areas look great, advanced cycle stop key for cycle awareness. Will reduce overall air pollution

Allow taxi access**Comments and or suggestions**

Taxis allowed access

Where buses go taxis go

Stop destroying London

Allow taxi access

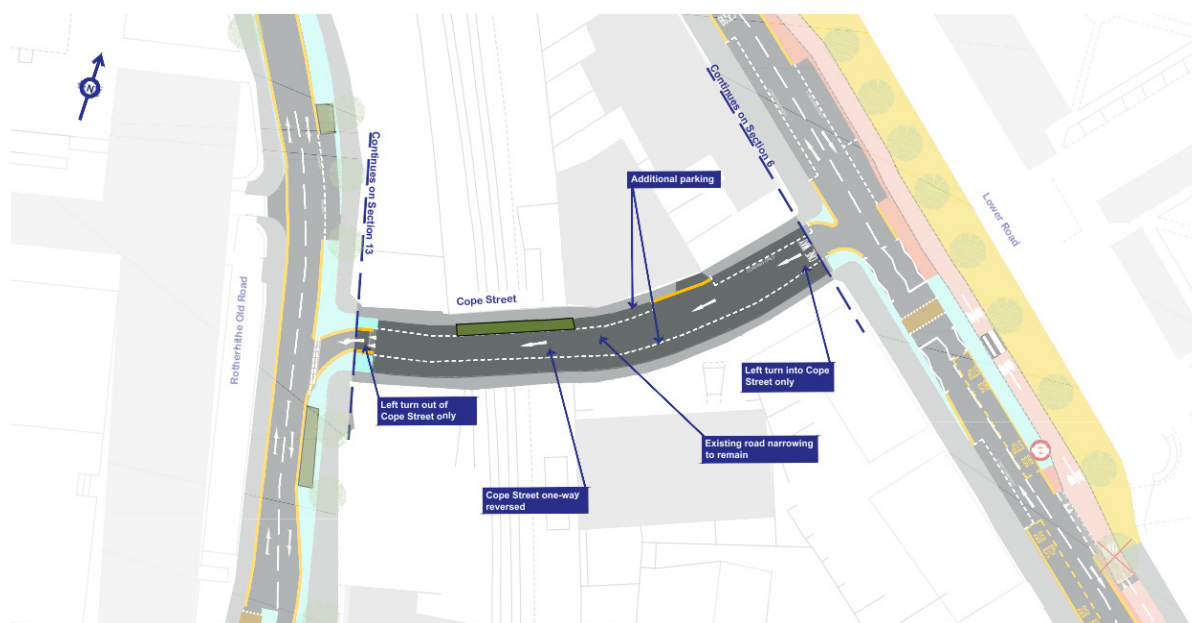
TFL TOTALLY FAILING LONDON
BLACK CABS NEED ALL ACCESS

Black taxi access is essential

Taxi access demanded

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Section 12. Cope Street



Improve air quality

Comments and or suggestions

How is one supposed to drive from Plough Way to Redriff Road? If Cope Street was kept in the same direction, with right turn into it from Rotherhithe Old Road and then left turn out, then this would be possible. This would also mean that a lot of traffic coming up from South Bermondsey seeking to get to Redriff road could bypass the Lower Road/Plough way junction. At present, Cope street would be almost entirely possible, except for providing some parking (which could still apply in this case). What is more important? Having less traffic on Cope street so that people can walk there (with all due respect, I don't think Cope street is a particularly scenic destination) or facilitating traffic flow through the whole system so that the whole area's air pollution is reduced and more pleasant for all road users?

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

This will only cause more congestion and pollution

Increased congestion & pollution

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

New landscape area improves green spaces and air quality

Don't support the one-way reversal

Comments and or suggestions

If you carry out these proposals, Cope Street becomes virtually useless anyway, why waste money messing with it

How is one supposed to drive from Plough Way to Redriff Road? If Cope Street was kept in the same direction, with right turn into it from Rotherhithe Old Road and then left turn out, then this would be

possible. This would also mean that a lot of traffic coming up from South Bermondsey seeking to get to Redriff road could bypass the Lower Road/Plough way junction. At present, Cope street would be almost entirely possible, except for providing some parking (which could still apply in this case). What is more important? Having less traffic on Cope street so that people can walk there (with all due respect, I don't think Cope street is a particularly scenic destination) or facilitating traffic flow through the whole system so that the whole area's air pollution is reduced and more pleasant for all road users?

I do not support reversal of one-way system. I am in favour of two way use of Cope street. Given lack of parking in the area, I am against landscaping and in favour of more parking spaces. I am in favour of both turns allowed on both ends of Cope street, as the road plan is already very restrictive to the point of being draconian and punishing to drivers.

Please don't implement the no right turn from Lower Road into Cope Street. Please don't implement the no right turn from Cope Street into Rotherhithe Old Road.

Easy and safe to cycle

Comments and or suggestions

Believes that scheme will make cycling easier and safer

Will help to promote cycling

This is true Less traffic will make road more pleasant to cycle

More safe and direct cycling infrastructure pls

Very important to improve safety for cyclists and reduce the risk from cars.

Suggestions

How will cyclists from the Hawkstone Estate / West cycle down Cope Street to connect with CW4? It looks as though cyclists are expected to use the pedestrian pavements or cycling into the one way oncoming traffic. Have you removed the cycle lane provided? If so, why? Your key does not inform what the short dash lines either side of Cope street signify. You could close Cope Street to traffic and use it for pedestrians, cycling and parking for Lower Road traders and residents? How do pedestrians cross over Cope Street at the East and the East end? You have not provided anything to help assist pedestrians cross. How will cyclists coming from the West along Cope Street join CW4? Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this area is West of the A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.

We would suggest keeping 2 way cycling on Cope Street with contraflow. This combined with a jug handle and toucan crossing from Rotherhithe Road North of Cope Street and shared path section would allow an easy link into Cope Street

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Should be able to drive in both directions on Cope Street and turn left into Plough Way. I am very concerned about access to Plough Way as this street and areas beyond into Rope Street are being cut off from the rest of the Rotherhithe peninsula.

Would you let your seven year old daughter cycle on this street? If not, it needs some segregation (or filtered permeability).

Close this street to cars

Make cope street car free!

I use Cope Street a lot. I go to the shops and chemist.

You need to make it safer for pedestrians to cross over Cope street.

Why not close this road? Make it for pedestrian and cyclists and parking for Lower Road shop. Cars will ignore no right turn into Cope Street and it will be dangerous.

How can I cycle safely along cope street from my home to CW4? I have to cross Lower Road. How do I do that safely? Looks like you have not planned for this at all.

Filter this. No need for cars here

Stopping this becoming a rat run

Greenery & green open space
Comments and or suggestions
Is there potential to close this street and turn this into a pedestrian and cycle hub? With additional cycle parking and tree planting?
Please remove the additional parking and provide more green space. Only disable parking should be provided to reduce the number of motor traffic movements in the area, improve urban realm and safety via improved visibility.
New landscape area improves green spaces and air quality
Like the new landscape area

Improved junctions and/or traffic lights designs and phasing
Comments and or suggestions
Provide jug handle and/or toucan crossing at Cope Street junction
We would suggest keeping 2 way cycling on Cope Street with contraflow. This combined with a jug handle and toucan crossing from Rotherhithe Road North of Cope Street and shared path section would allow an easy link into Cope Street
provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
We would suggest keeping 2 way cycling on Cope Street with contraflow. This combined with a jug handle and toucan crossing from Rotherhithe Road North of Cope Street and shared path section would allow easy link into Cope Street

Less congestion - Improved traffic flow
Comments and or suggestions
Will lead to traffic chaos
Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times
The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****
Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

Other
Comments and or suggestions
Why not make two way if you are introducing a two way system
I'm not really sure the purpose of this change. With your current proposals, would it not make more sense to make a right hand turn available out of cope st to Rotherhithe Old Road? This would allow people leaving the shopping centre to access the north and Rotherhithe tunnel without driving through the (newly) congested north end near Canada Water station or going all the way around the peninsular or remnants of the old one-way system, given you are keen on blocking the strip of Lower Road by surrey quay's station to traffic.
In general, I really dislike the heavy use of left or right turn only regulations in your plans overall as it makes navigating streets extremely difficult unless you are intimately familiar with them. People will end up going around in circles. Roads, as much as possible, should allow right and left turns from and into them.
Why a left turn only out of Cope Street. You're not allowing traffic to approach Surrey Quays from there.
How is one supposed to drive from Plough Way to Redriff Road? If Cope Street was kept in the same direction, with right turn into it from Rotherhithe Old Road and then left turn out, then this would be possible. This would also mean that a lot of traffic coming up from South Bermondsey seeking to get to

Redriff road could bypass the Lower Road/Plough way junction. At present, Cope street would be almost entirely possible, except for providing some parking (which could still apply in this case). What is more important? Having less traffic on Cope street so that people can walk there (with all due respect, I don't think Cope street is a particularly scenic destination) or facilitating traffic flow through the whole system so that the whole area's air pollution is reduced and more pleasant for all road users?

Not quite sure to understand why we need to reverse this street

No right turn makes sense with the change to two-way traffic on Bush Road.

Cope Street lost to traffic for a stupid ,ridiculous scheme

Leave it alone. Where do you expect the traffic to go to?

I oppose the change from one-way to two-way street system in general. This is just a side-effect of that ill-informed decision

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

Prioritise active travel and reallocate space

Comments and or suggestions

I would prefer the parking area to be turned into pedestrian pavements instead.

Crossing roads is easy and safe

Comments and or suggestions

How will cyclists from the Hawkstone Estate / West cycle down Cope Street to connect with CW4? It looks as though cyclists are expected to use the pedestrian pavements or cycling into the one way oncoming traffic. Have you removed the cycle lane provided? If so, why? Your key does not inform what the short dash lines either side of Cope street signify. You could close Cope Street to traffic and use it for pedestrians, cycling and parking for Lower Road traders and residents? How do pedestrians cross over Cope Street at the East and the East end? You have not provided anything to help assist pedestrians cross. How will cyclists coming from the West along Cope Street join CW4? Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this area is West of the A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.

Promote healthy and active lifestyle

Comments and or suggestions

Will help to promote cycling

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Reduced on street parking

Comments and or suggestions

I think Cope street should accommodate as much parking as possible to make up for the loss of parking taken from Lower Road.

I do not support reversal of one-way system. I am in favour of two way use of Cope street. Given lack of parking in the area, I am against landscaping and in favour of more parking spaces. I am in favour of both turns allowed on both ends of Cope street, as the road plan is already very restrictive to the point of being draconian and punishing to drivers.

I approve of the additional parking near the vets as short term parking to allow you to visit vet with pets is really useful.

Please remove the additional parking and provide more green space. Only disable parking should be

provided to reduce the number of motor traffic movements in the area, improve urban realm and safety via improved visibility.

Safer speeds

Comments and or suggestions

Hopefully this will reduce the volume of traffic on this road. Crossing this road at its junction with Rotherhithe Old Road is difficult as traffic comes fast around the corner.

Can we have more speed humps and a contra flow cycle lane?

Please add speed humps to deter speeding - many cars speed down this road and the current proposed design will incentivise them to do this even more as it is a wide one-way street.

Safety

Comments and or suggestions

This was tried many years ago and failed as being very dangerous - taking into consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

propose removing more parking spaces - it'll be dangerous with cars attempting to park on both sides

As a cyclist I commute this way and these plans would provide safety for all road users

This would make a lot of sense. And would reduce the amount of vehicles currently unsafely entering Lower Road behind a row of parked cars. It would allow shorter journeys which would mean cyclists would not have to cycle around the whole one way system which is currently in use and to which I personally find dangerous, as visibility is poor. The volume of cars along lower road, means that cyclists should be separated.

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

More and safer cycle infrastructure/ routes

Comments and or suggestions

Retain contraflow on Cope Street

Allow for cycle contraflow down Cope St.

Please could you keep the contraflow so people living to the west of the scheme can get onto the bike track safely?

Can we retain the contraflow to make it easier for people living West of the scheme to access the cycle track?

Please retaining cycling contraflow.

Maintain contraflow cycling

Keep the counterflow and enable easy access to the cycleway from all directions

Retain cycle contraflow to allow easy access for those living west of the cycle track.

Would be nice if you could retain the contraflow.

I suggest to retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.

A contra-flow for cyclists should allow them to access Cycleway 4

Please retain the contraflow. This will allow those living to the west of the scheme to have easy access into the protected cycle track.

Please keep the cycle contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.

could you retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.

Please retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.

Would a contraflow for cyclists be possible here?

Suggest keeping the contraflow to allow easy access to the track for those living west of the scheme

Retaining the contraflow is essential

Retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.

Please keep the contraflow cycle path.
Contraflow retention for all users
Retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
retain the contraflow
Allow for contraflow cycling.
retain the contraflow.
I ask you to retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
Retain the contraflow.
Please retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
Retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
you should retain the contraflow
retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
Strongly support and ask you retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
It looks like Cope Street won't have a contraflow for cycling? Please think again on this. Contraflows should be the default on any one-way system which can safely support it as this clearly can . Would require rethinking how the pavements are built out at the ends.
How will cyclists from the Hawkstone Estate / West cycle down Cope Street to connect with CW4? It looks as though cyclists are expected to use the pedestrian pavements or cycling into the one way oncoming traffic. Have you removed the cycle lane provided? If so, why? Your key does not inform what the short dash lines either side of Cope street signify. You could close Cope Street to traffic and use it for pedestrians, cycling and parking for Lower Road traders and residents? How do pedestrians cross over Cope Street at the East and the East end? You have not provided anything to help assist pedestrians cross. How will cyclists coming from the West along Cope Street join CW4? Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this area is West of the A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.
Please can you keep the contraflow to enable people living to the west of the scheme to have easy access into the protected cycle track.
Can you retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
Please retain the contraflow. This will allow those living to the west of the scheme to have easy access into the protected cycle track.
Please keep the contraflow so those coming from the west can access the track
Could you retain the contraflow? This will allow those living to the west of the scheme have easy access into the protected cycle track.
We would suggest keeping 2 way cycling on Cope Street with contraflow. This combined with a jug handle and toucan crossing from Rotherhithe Road North of Cope Street and shared path section would allow easy link into Cope Street
There should continue to be a contraflow cycle lane on cope Street.
I support the scheme and suggest to retain the contraflow. This will allow those living to the west of the scheme have easy access into the protected cycle track.
We would suggest keeping 2 way cycling on Cope Street with contraflow. This combined with a jug handle and toucan crossing from Rotherhithe Road North of Cope Street and shared path section would allow an easy link into Cope Street
cars and those choosing to cycle should not be allowed to mix unless traffic levels can be shown to be very low. has a cycling contra flow been considered?
Need dedicated cycle ways
Need my children to be able to cycle safely here. Please provide cycle lanes both ways.

Traffic reduction**Comments and or suggestions**

This will only cause more congestion and pollution

Increased congestion & pollution

Reversing the one-way of this road and other alterations effectively takes highway capacity out of the network - making it redundant. If so then money should be spent now to make the environment much more walking/dwelling and cycling friendly.

Accessible for all**Comments and or suggestions**

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Wider and well-maintained pavements/walking routes**Comments and or suggestions**

There should be left and right turn allowed.

No point of having only left turn if the Rotherhithe Old Rd is going to be working two-way.

If you want to make the road more pleasant to walk and cycle, arrange cleaning of the streets in that area with the cleaning car and remove regularly garbage from the area.

It looks like Cope Street won't have a contraflow for cycling? Please think again on this. Contraflows should be the default on any one-way system which can safely support it as this clearly can. Would require rethinking how the pavements are built out at the ends.

Allow taxi access**Comments and or suggestions**

Taxis allowed access

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

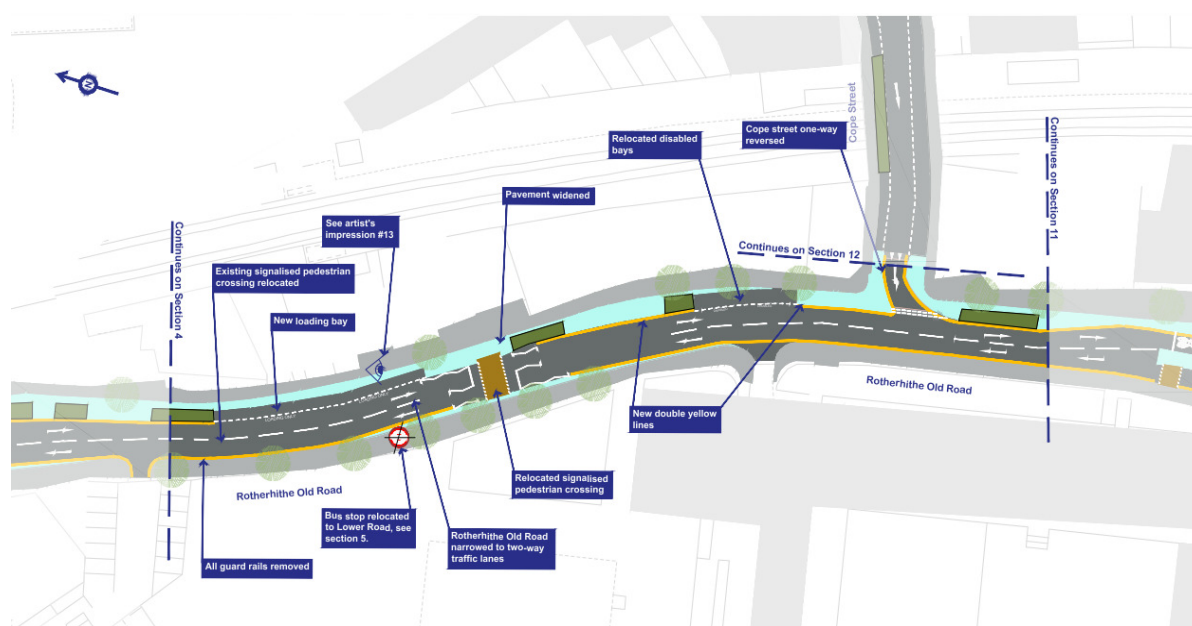
Allow taxi access

TFL TOTALLY FAILING LONDON
BLACK CABS NEED ALL ACCESS

Taxis to be given complete access

Black taxi access is essential

Section 13. Rotherhithe Old Road (between Hawkstone Road and Cope Street)



Crossing roads is easy and safe

Comments and or suggestions

Requests for jug handle, toucan and/or shared path section to improve crossing safety for cyclists and pedestrians

Is it also possible to provide a 'jug handle' and a toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street?

If possible, could a jug handle and Toucan crossing be provided from Rotherhithe Road north of Cope Street and the shared path section, to permit easy link into Cope Street.

If it's possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

Please provide:

- a jug handle,
- and a toucan crossing from Rotherhithe Road north of Cope Street.
- and a shared path section to allow easy link into Cope Street.

Could you provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

Can you provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

Please provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

Can you provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street please?

Provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

if possible provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street

I ask if it's possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

Is it please possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street? Thank you

Please provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and

shared path section to allow easy link into Cope Street.
if it's possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Strongly support and ask if it's possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Is it possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street?
Would it be possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street along with a shared path section to allow easy access to Cope Street.
Could you add a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street?
if it's possible, please provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street. 20mph.
I suggest, if possible, to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Can we also provide a Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to make it easy to access Cope Street?
Provide a link to Cope Street by means of a toucan crossing.
It would be nice to have a Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Other Suggestions
The pedestrian crossing should be raised to footway height.
Does not see benefit of proposed crossing facilities
Not sure about the new crossing location. Guess it becomes less important with the bus stop moving to Lower Road (which is the main users of the crossing today).
<p>You show low plantings on the East side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side it not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?</p> <p>Your existing PCUs are c30% inaccurate. A lot of money is being poured into the Lower Road "Proposed public realm scheme adjacent to cycleway" adjacent to Osprey Estate however Lower Road PCUs are expected to fall substantially while PCU counts are expected to rise to extraordinary levels along Bush Road / Rotherhithe Old Road where there are no such grand "Proposed public realm scheme" adjacent to c22,000 to 30,000 polluting motor vehicles every day. British Land April/May 2018 data shows Saturdays to be very busy day on the roads and a traffic matching and exceeding what you decided was "peak". The failure to model Saturday traffic was a mistake. TfL show background traffic c20 to 22% and this is projected to get worse as more cars are used in outer London. TfL show stubborn car use and high level of taxi / PVH / Uber growth. There is no evidence that the mode shift hoped for will occur and every indication that mode share will not change as expected.</p> <p>The plan shows that designers have not considered how to improve cycling along Rotherhithe Old Road / Bush Road, thought has not been given to safe routes from estates - where thousands live - to CW4. There are opportunities to provide routes through estates owned by LBS however these have not been utilised either. The whole proposal for this section lacks inspiration. There is no mention of using smart modern technology to improve journey times, waiting times for cyclists and pedestrians. You propose to remove THREE zebra crossing nearby and you could provide a new zebra crossing instead of the new signalised pedestrian crossing.</p> <p>How long is the waiting time at the new signalised pedestrian crossing? Please keep max wait to no more than 30secs and please use smart modern technology to ensure pedestrians and cyclists can cross quickly and efficiently and so there time is not wasted. The economic cost of people wasting time waiting is huge.</p> <p>Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-</p>

existent bar cycle stop lines. It is as though because this is West A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.

The proposal to increase the motor traffic along these roads will cause harm to residents.

These roads are already very busy and polluted and traffic needs to be substantially reduced not increased.

Homes are literally covered in traffic soot as anyone who visits can see.

CWAAP requires you to reduce traffic along Rotherhithe Old Road and not increase it.

You do not show anything to help pedestrians cross Cope Street safely. Not raised hump or and you show your lack of knowledge of how people use the roads and pavements in this area.

Please see other answers because some of this questionnaire overlaps.

Improve air quality

Comments and or suggestions

Believes that scheme will not improve air quality

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road. The idea of making all roads two-way is a terrible, terrible mistake.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

This will only cause more congestion and pollution

Increased congestion & pollution

Again the traffic flows seem worse. The modelling shows constant traffic queues which cannot be better for air quality.

Narrower roads INCREASE pollution caused by idle traffic!!!!!!!

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

To remove the bus stop in its entirety is madness. To remove access to residents the use of local buses will in affect create a large amount who will become housebound as they will unable to access freely buses near to the estates.

to reduce 5 lanes of traffic to 2 one lane each way is not supported by own traffic surveys creating additional congestion as well as air pollution to local residents rather than removing it. This is putting the health of local residents at significant risk and Council as well as TFL knowingly and willingly doing this. The timings of the traffic lights are very short and will cause a knock on effect of congestion and blockages throughout the traffic 'flow' or non-existent flow

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current

arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

You show low plantings on the East side of Rotherhithe Old Road and nothing on the West side. Low level plantings get strewn with litter, rats and plants die. But why nothing new for the west side of the road? Is it because the west is council estate land and the east private? So you feel that the west side it not worth it? Why would you decide that? Especially given the representations made in writing to Southwark Council over the years for mitigation for traffic pollution including planting. It's not "tenure blind" design is it?

Your existing PCUs are c30% inaccurate. A lot of money is being poured into the Lower Road "Proposed public realm scheme adjacent to cycleway" adjacent to Osprey Estate however Lower Road PCUs are expected to fall substantially while PCU counts are expected to rise to extraordinary levels along Bush Road / Rotherhithe Old Road where there are no such grand "Proposed public realm scheme" adjacent to c22,000 to 30,000 polluting motor vehicles every day. British Land April/May 2018 data shows Saturdays to be very busy day on the roads and a traffic matching and exceeding what you decided was "peak". The failure to model Saturday traffic was a mistake. TfL show background traffic c20 to 22% and this is projected to get worse as more cars are used in outer London. TfL show stubborn car use and high level of taxi / PVH / Uber growth. There is no evidence that the mode shift hoped for will occur and every indication that mode share will not change as expected.

The plan shows that designers have not considered how to improve cycling along Rotherhithe Old Road / Bush Road, thought has not been given to safe routes from estates - where thousands live - to CW4. There are opportunities to provide routes through estates owned by LBS however these have not been utilised either. The whole proposal for this section lacks inspiration. There is no mention of using smart modern technology to improve journey times, waiting times for cyclists and pedestrians. You propose to remove THREE zebra crossing nearby and you could provide a new zebra crossing instead of the new signalised pedestrian crossing.

How long is the waiting time at the new signalised pedestrian crossing? Please keep max wait to no more than 30secs and please use smart modern technology to ensure pedestrians and cyclists can cross quickly and efficiently and so there time is not wasted. The economic cost of people wasting time waiting is huge.

Cycling lane provision along Rotherhithe Old Road / Rotherhithe New Road / Bush Road is non-existent bar cycle stop lines. It is as though because this is West A200 that you feel a different set of rules, requirements and expectations apply and you can allow motor traffic to dominate these residential streets.

The proposal to increase the motor traffic along these roads will cause harm to residents. These roads are already very busy and polluted and traffic needs to be substantially reduced not increased.

Homes are literally covered in traffic soot as anyone who visits can see.

CWAAP requires you to reduce traffic along Rotherhithe Old Road and not increase it.

You do not show anything to help pedestrians cross Cope Street safely. Not raised hump or and you show your lack of knowledge of home people use the roads and pavements in this area.

Please see other answers because some of this questionnaire overlaps.

I do not want to wait at pedestrian crossing more than 30 secs. I am fed up of waiting at multiple crossing to get to my destination. Each wait is a waste of time and breathing horrible air. Low planting in the streets around here do not work. Just go and see Helm House. Dead plants, running alive with rats. Covered in traffic pollution. Low planting gets full of litter. Talk with residents who live in the street and nearby estate first. On west side of street we need a lot more mitigation to protect us from traffic pollution and we need loading bays for deliveries and for emergency services who stop in bus lane regularly. Please layout and mark roads to make safer for pedestrians and cyclists. Given us some space.

Believes that scheme will improve air quality

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Discourage car ownership and usage

Comments and or suggestions

Wide pavements great for pedestrians and encourage walking instead of car use

Do not agree with traffic calming/reduction and cycle lanes

Comments and or suggestions

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

Easy and safe to cycle

Comments and or suggestions

Doesn't look brilliant for cyclists and narrower roads will make filtering more difficult.

Hate narrow roads on bike hard to pass and get to advanced stop

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities.

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Very important to improve safety for cyclists and reduce the risk from cars.

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Keep one way only as now

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Greenery & green open space

Comments and or suggestions

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Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

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The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

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Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Making Rotherhithe Old Road two ways will only allow to have one lane on each direction, creating HUGE delays with buses and increasing the numbers of cars queuing and dispersing revolting exhaust fumes in front of people's houses with guaranteed queues 24/7.

Bus reliability is already struggling, and the proposal will make it even worse.
Please keep it one way only, with the protected bicycle lane.

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Less congestion - Improved traffic flow

Comments and or suggestions

Believes that scheme will increase congestion

Will lead to traffic chaos

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

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The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

This will only cause more congestion and pollution

Increased congestion & pollution

Again the traffic flows seem worse. The modelling shows constant traffic queues which cannot be better for air quality.

Any/all changes should be to improve traffic, not make driving worse at the sake of cyclists

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CWAAP requires you to reduce traffic along Rotherhithe Old Road and not increase it.

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Please see other answers because some of this questionnaire overlaps.

I am not sure the diversions in the bigger picture will help to reduce congestion or quite the opposite, it'll create more congestion.

The idea of narrow roads slowing drivers doesn't work in my opinion and as a driver, I experienced that a lot. It does create new risks though I understand the thought behind the idea.

More and safer cycle infrastructure/ routes

Comments and or suggestions

Requests for jug handle, toucan and/or shared path section to improve crossing safety for cyclists and pedestrians

Is it also possible to provide a 'jug handle' and a toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street?

Can we also provide a Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to make it easy to access Cope Street?

Provide a link to Cope Street by means of a toucan crossing.

If possible, could a jug handle and Toucan crossing be provided from Rotherhithe Road north of Cope Street and the shared path section, to permit easy link into Cope Street.

If it's possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

Please provide:

- a jug handle,
- and a toucan crossing from Rotherhithe Road north of Cope Street.
- and a shared path section to allow easy link into Cope Street.

Could you provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.

It would be nice to have a Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Can you provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
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I ask if it's possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Is it please possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street? Thank you
Please provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
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Is it possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street?
Would it be possible to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street along with a shared path section to allow easy access to Cope Street.
Could you add a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street?
if it's possible, please provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street. 20mph.
I suggest, if possible, to provide a jug handle and Toucan crossing from Rotherhithe Road north of Cope Street and shared path section to allow easy link into Cope Street.
Other suggestions
Good to see narrower roads but surely there could be a cycle track here, it looks like there is enough space
Add clearly marked and well maintained cycle lane
for the pavement expansion could this not be a shared pedestrian and cycle path with clear line markings?
Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities.
New pavement should be two way cycle way
Again narrower roads also means less space for traffic to pass cyclists, can room be made for a cycle path?
Better to have separated cycle lane
Needs more safe cycling infrastructure.
No cycling provision?
Where's the cycleway? Why is there so much space given to motor vehicles?
Better provision for . shared use path, would be welcome.

This can be true sometimes Narrower road will reduce traffic speeds but a cycle lane is always safer.

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

More safe and direct cycling infrastructure pls

Very important to improve safety for cyclists and reduce the risk from cars.

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Please see other answers because some of this questionnaire overlaps.

More enforcement

Comments and or suggestions

Will the double yellows/ 20 MPH be enforced? i.e. CCTV/wardens?

Noise reduction

Comments and or suggestions

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Looks good, removing need for cycling to use this section of road all together

If all of lower road was two way there would be no problem with this it would improve it for the local residents

I'm not really sure the purpose of this change. With your current proposals, would it not make more sense to make a right hand turn available out of cope st to Rotherhithe Old Road? This would allow people leaving the shopping centre to access the north and Rotherhithe tunnel without driving through the (newly) congested north end near Canada Water station or going all the way around the peninsular or remnants of the old one-way system, given you are keen on blocking the strip of Lower Road by surrey quay's station to traffic.

In general, I really dislike the heavy use of left or right turn only regulations in your plans overall as it makes navigating streets extremely difficult unless you are intimately familiar with them. People will end up going around in circles. Roads, as much as possible, should allow right and left turns from and into them.

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Prioritise active travel and reallocate space

Comments and or suggestions

Wide pavements great for pedestrians and encourage walking instead of car use

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

It won't be great for pedestrians and cyclists, but it's awful now. Good trade-off for having the cycleway along Lower Road.

Wide pavements great for pedestrians and encourage walking instead of car use

These proposals will make the experience much nicer for pedestrians and make it safer with the slower road speeds (by reducing to two lanes).

Promote healthy and active lifestyle

Comments and or suggestions

Cycle safety and encouragement of more people to take up riding and hopefully improve air quality for all

Promote local economy

Comments and or suggestions

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Reduce road conflict between users

Comments and or suggestions

narrower roads could encourage more car-cycle conflict.

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities.

Reduced on street parking

Comments and or suggestions

Again, add as much parking in this street to make up for the loss of parking on Lower Road

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.
It will be a very inconvenient system and reduce my appetite to visit the area for business.
No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Wider pavement to protect the trees is good but missing parking space is not. Please add more parking (parking permit) space into this proposal.

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.
It will be a very inconvenient system and reduce my appetite to visit the area for business.
No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Support double yellow lines

Freight/deliveries management (off street/ reduce/ timing)

Comments and or suggestions

I do not want to wait at pedestrian crossing more than 30 secs. I am fed up of waiting at multiple crossing to get to my destination. Each wait is a waste of time and breathing horrible air. Low planting in the streets around here do not work. Just go and see Helm House. Dead plants, running alive with rats. Covered in traffic pollution. Low planting gets full of litter. Talk with residents who live in the street and nearby estate first. On west side of street we need a lot more mitigation to protect us from traffic pollution and we need loading bays for deliveries and for emergency services who stop in bus lane regularly. Please layout and mark roads to make safer for pedestrians and cyclists. Given us some space.

Safer speeds

Comments and or suggestions

Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities.

These proposals will make the experience much nicer for pedestrians and make it safer with the slower road speeds (by reducing to two lanes).

This can be true sometimes Narrower road will reduce traffic speeds but a cycle lane is always safer.

Safety

Comments and or suggestions

Believes that scheme will reduce safety

Wider pavements are very welcome and the relocated crossing, as people often try to cross at this point but it is very dangerous.

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

The assault on London's roads by TFL and the boroughs are creating MORE congestion, accidents and pollution. the designs are shockingly bad and it seems like they were drawn up by school kids. Just look at everywhere TFL have made 'improvements'. Bottle necking traffic flow, banning turns, changing the layout to more complex designs rather than simple proven designs (why are all the roundabouts disappearing?!?!?) is nothing short of a scandal. London needs a road network, not everyone can or wants to ride a bike! We are not Holland, the city has over 8 million people in it, not just **** lycra clad ****

I am not sure the diversions in the bigger picture will help to reduce congestion or quite the opposite, it'll create more congestion.

The idea of narrow roads slowing drivers doesn't work in my opinion and as a driver, I experienced that a lot. It does create new risks though I understand the thought behind the idea.

Believes that scheme will improve safety
As a cyclist I commute this way and these plans would provide safety for all road users
These proposals will make the experience much nicer for pedestrians and make it safer with the slower road speeds (by reducing to two lanes).
This I agree with for safer pavements.
Other
I do not want to wait at pedestrian crossing more than 30 secs. I am fed up of waiting at multiple crossing to get to my destination. Each wait is a waste of time and breathing horrible air. Low planting in the streets around here do not work. Just go and see Helm House. Dead plants, running alive with rats. Covered in traffic pollution. Low planting gets full of litter. Talk with residents who live in the street and nearby estate first. On west side of street we need a lot more mitigation to protect us from traffic pollution and we need loading bays for deliveries and for emergency services who stop in bus lane regularly. Please layout and mark roads to make safer for pedestrians and cyclists. Given us some space.

Segregated space for walking, cycling & driving
Comments and or suggestions
Support the attempt to change these streets from one-way race-tracks, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities.
Better to have separated cycle lane

Segregation between cyclist and pedestrians
Comments and or suggestions
Segregated cycle lanes would also be good.

Accessible for all
Comments and or suggestions
To remove the bus stop in its entirety is madness. To remove access to residents the use of local buses will in affect create a large amount who will become housebound as they will unable to access freely buses near to the estates.
to reduce 5 lanes of traffic to 2 one lane each way is not supported by own traffic surveys creating additional congestion as well as air pollution to local residents rather than removing it. This is putting the health of local residents at significant risk and Council as well as TFL knowingly and willingly doing this. The timings of the traffic lights are very short and will cause a knock on effect of congestion and blockages throughout the traffic 'flow' or non-existent flow
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Wider and well-maintained pavements/walking routes
Comments and or suggestions
Supports pavement widening
Wider pavements are very welcome and the relocated crossing, as people often try to cross at this point but it is very dangerous.

Wide pavements great for pedestrians and encourage walking instead of car use
Wider pavement to protect the trees is good but missing parking space is not. Please add more parking (parking permit) space into this proposal.
Nice job widening the pavement here.
Does not support pavement widening
Why do we need the pavements widening
Supportive, but lanes could at least be put in for cars instead of extending pavements.
Wider pavement ?
Is that to keep ***** busy ?
Disagree with widening pavement - human traffic is not enough to warrant widening of the pavement. Need to widen roads instead!

Allow taxi access
Comments and or suggestions
Taxis allowed access
Allow taxi access
TFL TOTALLY FAILING LONDON BLACK CABS NEED ALL ACCESS
Black taxi access is essential
Taxi access demanded
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Overall Scheme

Clarity and awareness on how to share the road and mutual respect
Comments and or suggestions
Reduce conflict between fast commuter cyclists, slower cyclists, pedestrians and motorists
<p>I fully support the two way roads and new bike lanes. However, as a cyclist, I urge that attention is given to making the lanes adequately wide, with good signage, for riders moving at moderate speed. Too often bike lanes - and the associated infrastructure appear to have been designed for riders travelling at little more than walking speed. Such lanes are not fit for purpose. As a result, faster riders are driven to ignore them and use the open road. I am not talking about reckless speed, just a moderate pace that many people need to use to enable the commute to be completed in reasonable time.</p> <p>I urge you to consult with active cyclists about the detail of this.</p>
<p>I support a safer journey for cyclists. The cycle lane has GOT to be wide enough to overtake though - this is a fast commuter route and cyclists won't use anything that slows them down. We will be forced back onto the road with the cars. This includes things like putting road humps in a cycle lane (why?!) and unnecessary pedestrian crossings for bus stops. These zebra crossings need to be CLEARLY identified as crossing a cycle lane because pedestrians are going to just walk out without looking and get hit by an oncoming cyclist.</p>
<p>Selfishly, cycle safety is my concern for these proposals: I only pass through the area on my bike. However, the biggest risk when cycling through this area is the high density of pedestrians on the pavements, many of whom walk into the highways without looking for cyclists. Therefore, pedestrian safety goes hand in hand with cycle safety when it comes to these proposals. It really is very important that pedestrians know where they should be and where bikes should be, where is it safe for them to cross segregated cycle routes and where to look for cyclists travelling in both directions, with clear sight lines each way. Pedestrians also need plenty of options to safely cross the cycle route; if they have to walk too far, they will just cross wherever is most convenient to them.</p> <p>Another risk when cycling on this route is cars parks in the highway to deliver/pick up goods from the businesses fronting the road. Again, it needs to be very clear to these drivers where it is and is not safe to stop in the vicinity of the segregated cycle routes. And they need many places where it is safe to stop, or they will just park wherever they please.</p> <p>Lastly, this is a very highly used cycle route; the cycle highway will just increase this. It is vital that cycle infrastructure is sufficient for the number of cyclists that currently and that are forecast to use the route. Otherwise, cyclists will just go back into the highway.</p> <p>We will only have one opportunity to do this. So do it well!</p>
<p>Strongly support:</p> <ul style="list-style-type: none"> - segregated cycleways - more pedestrian crossings - more double yellow lines <p>I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run.</p> <p>These proposals are absolutely essential to encourage cycling/walking, and discourage driving. Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these plans. We want this implemented as soon as possible!</p> <p>The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them!</p> <p>Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.</p>
<p>Improved cycle facilities are good if properly segregated from road and footway by more than just paint in both cases.</p> <p>Advance stop lines are a waste of paint unless they are going to be enforced with penalties by cameras (police do not have the resources to enforce these and thus they are ignored by 99% of</p>

drivers and do nothing for cyclist safety as a result). Like the move to two-way on most roads and pavement widening in most locations.
I have been cycling on this route for 20 + years and have had many near misses and one accident, there is not enough room for cyclists and the existing cycle lanes are faded and ignored by many motorists particularly bus drivers. A hashed white line and some faded images of a bicycle are not a safe cycle lane. There is a lot of use of existing bus and bike lanes by motorcycles as the rules change street by street as to their access ,this needs to be standardised .
All round... absolutely brilliant and should get the councils full support. The only challenge I have is for the council to give real thought to vehicle and pedestrian crossing across the cycle way, so that all road users are aware they are crossing and who has right of way.
Improve clarity for vehicle users
The segregated cycle lanes are very welcome, and appear to be designed well. I have a few minor concerns about how intuitive the new road layout will be to drivers as commented in the previous sections, but overall I think the flow of traffic will be improved.
The whole principle of trying to reduce traffic on Lower Road is understood and accepted, but it will be at the expense of other roads such as Hawkstone Road which will have to take much more traffic. In addition, as buses and cycles will still be going down Lower Road, the benefit to pedestrians on Lower Road will be minimal. I have real concern about decisions that drivers will have to make in coming from the east from Deptford in having to make a decision well before Lower Road starts to not go onto the Rotherhithe Peninsula. This at least initially will cause confusion and more traffic around Canada Water.
Some sections may need more work to ascertain the traffic flow - cars will find it confusing if they can't turn right, left etc - you may need to add additional signage to indicate how car drivers can get to their destination or consider installing roundabouts in some sections. I would be interested to see what proposals you have for Creek Road

Clean and tidy

Comments and or suggestions

I'm happy there will be new safe cycling infrastructure. I am confident it will make our city cleaner, healthier and safer and get more people on their bikes. Connected network of safe cycling routes is essential for sustainable growth of our city.
Segregation very important for cycle safety. And promotes cycle use along the route, assisting cleaner streets.
I strongly support the proposed Rotherhithe Movement Plan - Lower Road Two-Way streets and Cycleway 4 scheme. It is about time for pedestrian and cyclist to reclaim some of the roads in London and more widely throughout the UK by reducing motor vehicle dominance. Roads were originally built by cyclists for cyclists (https://www.cyclinguk.org/cycle/roads-built-cars). I really appreciate the effort of Southwark council for trying to create a safer, cleaner and more enjoyable cycle route which will eventually link London Bridge all the way to Woolwich. I commute every day from Greenwich to Waterloo thus crossing Southwark area and feels very excited about the new ambitious plans that Southwark is proposing.
Good job on this. It's currently an unpleasant area that looks a bit dilapidated and has 3 lane major roads crossing through it. It's also a mess to walk or cycle through. This is a big improvement.

Improve air quality

Comments and or suggestions

Scheme appears to improve air quality

Thanks for the much-needed work on this, which will hopefully improve traffic flow and reduce air pollution. Some provision for charging of electric vehicles along the route would provide much needed infrastructure to encourage residents and commercial businesses to invest in electric or plug-in hybrid vehicles.
Air quality is dangerously toxic, anything that encourages more people to cycle and less to use cars is good for us all in the long run. Please make it happen our health and future depends on it.
Overall I think these are excellent proposals and will go a long way to improve every road users and

pedestrians experience. It will improve air quality and help make it safer for the vulnerable road users.
I am very pleased to see the extension of the cycleway as this area is dangerous for cyclists currently. The air quality is also especially bad around Surrey Quays station so this plan should improve that. I would like to receive more information regarding access to the houses behind Oldfield Grove for bikes, pedestrians and cars. I am concerned that closing this will divert traffic down Silwood Street which is narrow and could become easily congested leading to poor air quality in these small streets.
As a citizen, I want safer mobility, better air quality, less noise and traffic. These proposals will make Rotherhithe better!
Can't wait to feel safer on my bike on the roads in my area. Can't wait to see more people on bikes, improving the air quality. I spend my annual holiday in Holland and I know what it can be like if you make an area safe for bike - it really does transform the place, and not just the air, when car is not king.
Cleaner air would be great!
Overall, they look great. It would encourage more cycling and walking and reduce the use of cars. Pavement widening and green spaces are vital to further reduce air pollution and increase those exercising on their way to work. Please do it!
Looks as though they should improve air quality and quality of life for residents as well as improve cycle and public transport
As a resident in the area with 3 children of Primary School age or younger, I support the creation of a safer environment for walking, cycling and daily life so that my family are not dominated by the noise, danger and emissions of motor vehicles. Additionally I would be more likely to use local businesses if we could cross Lower Rd safely and conveniently.
Hello! There is a climate emergency. We need LOTS MORE SCHEMES like this. WAKE UP Southwark!
The move to more safe segregated cycleways is seriously positive. The quality car, van lorry and motorbike driving in the area is still very poor and speeding is regular occurrence with little policing or cameras. The cycleways will improve safety and also regulate the existing traffic. With this, an improvement in air quality, traffic calming and general amenity in the area will improve.
my 2 kids have got asthma. Air is too polluted. Bikes better than cars.
Have chronic asthma. Less cars etc, more bikes, make air cleaner and easier to breathe.
hope it goes through and my daughter's asthma improves due to cleaner air. but you have to make it safe for cyclists
I believe any steps to promote safety and greener travel is a very worthwhile endeavour.
Better cycling infrastructure would encourage me to visit the area more often. For dinning, enjoying greener areas... People should be reminded cycling is good to everyone's health (exercise for the cyclist, less pollution for everyone) and allows one to discover the area better.
Wife and kids all have asthma. Cleaner air should help so it's a no-brainer that bikes should replace cars in Southwark
Yes. I have bad asthma and so do my kids. more bikes will make air cleaner. maybe we'll be able to breathe!
Me and mum and my brother have asthma cos air is so dirty
Have asthma so would like less pollution. Bikes are best for that I think
I hope this gets accepted. The air round here is so polluted.
Climate crisis happening NOW. You should have 50 similar schemes. Why are you waiting Southwark??
I think it is a fantastic idea. Currently the one-way system is rather confusing for cyclists and car users. I currently feel very vulnerable cycling along these roads due to the nature of the condition of the roads, whilst also sharing the roads with a high volume of traffic. As a car commuter too, I know by experience that this is a route that contains a lot of road traffic from central London that is inevitably ending onto the A2 and then onto the M25. This new scheme will make the area safer for cyclists, road users and pedestrians, whilst also tackling air pollution, and encouraging those less confident to cycle on the road, to cycle more often.
Having an asthmatic child has convinced me that we have to change the way we travel, as a borough. Although I have a car at present, I would be prepared to give it up and cycle instead, to improve air quality, but ONLY if I felt safe. of course, my 9 year old daughter would also need to be safe on a bike.

It this infrastructure were in place, we would change our mode of transport to bikes.
I suppose we have to think about getting people out of cars and onto cycles. So yes I support this. (have asthmatic kid).
Just been told I'm asthmatic. Also diabetic. So need cleaner air and more exercise. Plan to get a bike if this scheme goes ahead.
There's so much asthma in the area. Terrified my son will get it too. Please make the air cleaner to prevent kids getting asthma
When air quality is killing children we need to remove cars and use bikes
My granddaughter has asthma so I strongly support anything that cuts down on car use in the area
Fed up breathing filthy air. Bring on the bikes!
Very dirty air. Hard to breathe for kids. It shouldn't be like this
I walk as much as possible, for the exercise. But I am aware that the air is polluted - you really notice when a car goes past and taxis are even worse. I would like to breath in clean air when walking. Bikes would seem like the best solution.
I try to walk everywhere, for the exercise. I'm convinced that if there are more bikes, there'll be less cars (because people will switch). That would make the air I breathe cleaner. And who know - maybe I'll get a bike myself!
More bikes = less cars = cleaner air = ;)
Asthma is a big problem round here. We need cleaner air.
It can't happen quickly enough. Why should the greenest commuters be the ones risking their lives on a daily basis? Please implement these proposals soon.
I walk everywhere, for the health benefits but the air smells so polluted that I wonder if I'm doing myself any good! Hopefully the bike lanes would cut down on car use and I'd be very happy with that!
Asthma very bad round here. Too many cars. bikes better for pollution.
Now I start to get breathing difficulty I think we need to get rid of cars for bikes
my granddaughter has asthma that is why i am voting for bikes
I live on Lower Rd. My 12 month old son in his buggy is breathing in filthy air every time I take him out. Something has to be done. More bikes are a step in the right direction.
More bikes would hopefully mean less cars and therefore cleaner air. So I agree to all of this and hope you can make it happens asap. Thank You.
As I cyclist I strongly urge you to put these measures in place and make our journeys safer. Perhaps more will join us on their bicycles and ultimately the air will end up cleaner. I certainly hope so.
Yes, my toddler should not have to breathe in exhaust fumes. Bikes are non-polluting and should replace cars for short journeys. When my son starts school I'd love to be able to take him there by bike.
Anything to clean up the air round here. My grandson has asthma - children should have a right to clean air.
Anything to improve the air quality round here...
At wheelchair level, the air smells very badly of exhaust fumes. Anything to purify the air is a good thing.
2 of my kids now diagnosed with asthma. prepared to give up car for cleaner air.
Whilst I agree with cleaning up London's polluted air quality, let's not lose sight of the fact that this has been caused by mismanagement at Transport for London. London Taxis will need access to all areas of this new proposal.
I strongly believe all children should have the right to clean air. At present this is not the case in the Surrey Quays area.
Would rather have bicycles than cars. Fed up of breathing in car fumes, which have given me asthma.
Climate emergency! Bikes not cars are the future.
Fed up of my baby breathing in exhaust fumes. Kids need clean air.
Anything for cleaner air...
More cycles = less cars = cleaner air
As the mother of twin 10 month old babies, I am appalled by the air quality round here especially at buggy level. There's no doubt that we need less car and more bikes and people walking.
I walk most places. Air smells bad though. would like cleaner air.
Protected bike lanes = essential to get more people on 2 wheels for everyday local journeys and

commuting = essential to reduce air pollution, deaths and serious injuries on our roads, reduce the burden of inactivity diseases like obesity/heart & lung diseases, which are threatening to bankrupt our NHS. This really is life and death, please get it done ASAP
It is extremely important for both cyclist and pedestrian safety, as well as a reduction in air pollution, that these proposals are enacted as soon as possible.
Love my car but love my daughter more! She is asthmatic. We can't ignore the air quality round here anymore. So I vote for this.
Great idea. Will improve the air quality.
Time to clean up our air!
Air quality at wheelchair level is pretty appalling, so....
<p>Strongly support:</p> <ul style="list-style-type: none"> - segregated cycleways - more pedestrian crossings - more double yellow lines <p>I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run.</p> <p>These proposals are absolutely essential to encourage cycling/walking, and discourage driving. Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these plans. We want this implemented as soon as possible!</p> <p>The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them!</p> <p>Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.</p>
<p>I want to be able to cycle in this area with my infant son. It is currently too dangerous. And also unpleasant on foot as there are long delays to cross the busy road, waiting in polluted air.</p> <p>These proposals will make it safe for us to visit the area by bike and, once he is old enough, to cycle there without supervision. I would not allow a child to cycle on Lower Road as things currently are.</p>
More cycle infrastructure will bring more cyclists and less cars which is a very good thing for health and the environment..
This stretch desperately needs to be made safer for cyclists and pedestrians. The park would be lovely without the rumble of traffic and stink of exhaust fumes.
Removing the one way system is good for safety, traffic reduction, air quality and quality of life for local people and visitors alike
The plans reflect the need to encourage Londoners to become healthier and to pollute less which is great. It should lead to improved air quality for residents and safer travel for cyclists and pedestrians.
More landscaping, better air quality, better pedestrian and cycling facilities. Drivers will not like this but it will be great for residents, pedestrians and cyclists! Get cracking please
More and safer cycle lanes encourage more people to cycle. We need to get more people cycling to reduce carbon emissions, air pollution and to encourage healthy lifestyles.
I want to be able to cycle and walk more safely and have less cars to aggravate my asthma.
<p>please make the road safer for vulnerable road users and residents.</p> <p>reduce pollution and congestion by reducing motor vehicles.</p> <p>install segregated infrastructure</p>
I cycle the route most days as part of a 14 mile commute each way. These busy roads aren't for the faint hearted: lanes merging and unmerging, lots of lorries and sections that encourage motor vehicles to speed. A cyclist has been killed on this route (near the McDonald's). Better cycling provisions will no doubt encourage more, which will contribute to less emissions and will make the small shopping districts more pleasant.
<p>I am very pleased to see Southwark following through on its ambitions to improve cycle safety in the area with concrete and excellent proposals to do just that. I know these changes will be very much welcomed by pedestrians and cyclists in the area and let's hope it gets many more people using environmentally friendly ways of getting around.</p> <p>I would like to know more about how Southwark plans to tackle air pollution around lower road and</p>

give pedestrians more of a right of way through more zebra crossings, let's make it so environmentally friendly ways of getting around are as much as possible prioritised over the car.
Anything that makes Lower Road area safer for pedestrians/cyclists and reduce air pollution would be welcome. This is a dangerous area.
The more safe cycling spaces in a horribly polluted part of London would make all the difference. There should also be measures to reduce the amount of traffic in the Rotherhithe Tunnel as this is a major choke point and has a hugely detrimental effect on air quality.
Scheme appears to worsen air quality in surrounding areas through increases in congestion
All this will do will bring misery tragic and pollution to the area and for what 5% of the travelling public shameful
Seen these schemes in other area of London and it cost local business's their business and makes cuts locals off from family visiting . Makes pollution worse and is a complete waste of money that the local community could do with being spent elsewhere .
Will mad traffic and air pollution much worse
Surrounding areas will be more polluted due to traffic diverting away from proposals. Taxis should be allowed into proposal for local residents and Londoners to be able to navigate area and surroundings. Stupid, unnecessary idea, but you won't listen and will do it anyway. Hey ho
As with all the other schemes, all they do is create more congestion which in turn create much more poisonous emissions 90% of motorists in London ARE working vehicles
You will make the area worse gridlock traffic all day which causes more pollution
Overall i think it has been ill thought through. It does not meet your objectives, is likely to have a significant impact on residents, specifically the elderly or those with disabilities, is likely to increase road traffic, congestion and result in poorer air quality and a significant impact on residents health (which should surely be at the forefront of your mind). Finally, as a resident I was appalled to find out about this from my neighbour. Fortunately, she has received a letter from Southwark, however i was not given the same courtesy and have received no correspondence from the council. I therefore wonder how many other residents have not been informed or allowed to comment, thereby making this a null and void consultation? I do question whether you are upholding your statutory requirement in holding this consultation without informing residents, and would ponder the result of a subsequent judicial review.
I genuinely think that your proposals will lead to dangers to public health. I really do not understand the need to have a two way road going up Lower Road. I agree with the need for a dedicated cycle lane but fail to see the advantages of having two way traffic down an already busy road. This is not environmentally friendly, nor sustainable development of the area. Frankly, this plan is ill-thought through and an embarrassment to the area. You are meant to serve your residents, not place them in more danger and speaking personally, this plan would impact severely on my health.
Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times
There are implications for local businesses and for pedestrians and bus users which are detrimental. Lower Road is used by many people making journeys of more than 20 - 30 minutes and unless there is an alternative for them the increased delay in their journeys will delay local pedestrians and buses. While works are carried out the disruption we are currently suffering on Jamaica Road will continue into Lower Road. This is an unnecessary worsening of accessibility and air quality.
Wherever councils have put these schemes in air quality has worsened traffic becomes unbearable(embankment, Highbury corner,Bayswater,old st,Southwark bridge, Blackfriars rd and bridge, Southwark st into Stamford st) it ruins local business' Artist impressions no way reflect the reality of these madcap schemes
The impact on local residents are very much a detriment in respect of their health and ease to move around. No direct access to the cycle way, significant increase in air pollution putting residents at risk of sickness AND DEATH, no direct access from estates to local buses causing them to cross major roads and in some circumstances in affect causing them to be housebound. The proposals do not take into account proposed new builds around the one way system at Oldfield

Grove, Bush Road, Rotherhithe New Road as well as the vast new builds in Lewisham and Canada Water Master plan. Your counter argument suggests there will be no parking however this will merely increase the use of delivery vehicles for food and white goods increasing congestion further. This will be death trap in respect of lay out as well as air pollution

I cannot find anywhere the implications for those walking around Rotherhithe. So I neither support nor oppose. If you ban/restrict cars everywhere, I could support it; if you think there will be more cars, more pollution, then I oppose it.

The area is a joke as it is if you do these changes it will become worse when the tunnels are closed shops will shut because no one can get to them and you are wasting good tax payers money to make more pollution when the whole area is going to be gridlock like the rest of London when you have changed things

Will make the traffic worse

Will make pollution worse.

Gives you a great excuse when you realise that the scheme has failed to say the (manufactured) traffic is so bad we will just ban all motor vehicles

little consideration has been given to those that live in the local area for example those who drive down plough way and live there - some cycle routes seem like a tick in the box exercise for example redriff road/ salter road way - you haven't addressed the bus routes ie the 199 which is critical - locals shouldn't be penalised which they are at the moment as access is going to be blocked so increase in travel times, cost and environmental impact

I strongly support a new cycle route for the area.

However I strongly oppose a plan which increases vehicle congestion. This will affect air quality and therefore the health of local people and travellers.

It should be made possible for vehicles to travel as quickly and safely as possible from Rotherhithe roundabout to Deptford. I think the main Road should be open to two way traffic all the way. If necessary the cycle route could be diverted rather than the vehicle route. We already suffer from regular severe traffic congestion around the one way system.

Also I would like to know how a vehicle can travel from Redriff Road to Plough way simply please?

This will only cause more congestion and pollution

Increased congestion & pollution in what is another ill thought-out idea.

It will increase traffic and pollution, also makes it harder for disabled people who rely on taxis increasing the fare

The implementation of Cycleway 4 is welcome, as it provides safe, dedicated infrastructure for cyclists. The improvements to bus journey times are also welcome. It is, however, disappointing that cycle journey times are only marginally improved, with some journey times reducing. The cycle lane also seems more geared towards commuters rather than Rotherhithe residents.

How does the movement plan improve pedestrian journeys? Better connected routes? Clearer routes? It does not improve the poor pedestrian crossing facility from Lower road/Surrey Quays Road across to the park/Gomm Road, which has to be done in three stages, and still will be in future.

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I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.

I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.

No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Some of the proposals here look great. BUT the sense i get from these designs is that you are making these changes with those people who are commuting through this area either by bike, car or public transport in mind rather than those who live here.

I live locally and I very much get the sense that this whole area is designed for those who are travelling through it rather than the people who live here. I'm afraid that from what I can see from these new designs your focus is on traffic, not the local residents.

The idea of more traffic on my road, and with it more pollution and more dangerous roads for my children makes me really sad.

I would be happy to be involved in further research around this project. Here is my email in case you don't capture it at the end of this form. nick.lockington@gmail.com

It would appear less intrusive works could be undertaken to improve cycling and walking in the current highway network. It's not clear how this fully meets the wider agenda of greener smarter travel. It would seem traffic flows are more disrupted and air pollution will be worse.

All of my experience of the cycle lanes already in London are unpleasant. They are unregulated and one is basically at the mercy of the MAMIL who are often foul mouthed and misogynist. I cannot see how any of these proposals are going to ease traffic in the area and lessen pollution. for local residents

congestion will be worse, pollution higher with unregulated cyclists domineering. I also feel for hard working people trying to go about their business if that business demands a car/van. I have not spoken to one cabbie/local person who thinks this is a good idea. I live, teach and cycle in the area so I really know.

New unnecessary crossing.
Increase in air pollution, due to stop/start traffic.
Light and sound pollution.
Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.
Difficulty for people with mobility issues such as my husband and visitors coming to our home.
Any public vehicle would be breaking the law to stop there.
Impact on the elderly residents of Rose Court.
Double yellow line would mean no parking.
No vehicle would be able to stop legally along Lower Road.

This part of London works to link up south east London with central London very well and slowing the flow of traffic will lead to more pollution and affect people's home life's terribly .

If Lower rd was two way all the way it would improve traffic flow and reduce vehicle emissions the proposal as it is will cause more traffic in the area and increase emissions

I strongly support the creation of segregated cycle paths, as both a cyclist and a motorist. I believe these plans are a good start but could go much further. These plans don't really do anything to discourage car use which should be an aim as this is something that will drastically improve air quality. I also am unsure of the logic stating that narrower roads will be beneficial to cyclists as if cyclists and motorists are sharing space on narrower roads this will result in less room for cars to pass cyclists safely.

For some misguided reason you think more cycle lanes and narrower roads will improve traffic flow and mean less pollution, but you couldn't be more wrong.
More cycle lanes does not mean more cyclists using them... you will still have the same number of cyclists and the same number of motorists as there are now... but narrower roads will mean more traffic build up and more pollution, and after the evening rush hour the cycle lanes will be empty and unused but the roads will still be congested due to the narrowed roads that you suggest will be an improvement.

I strongly support the improved cycling provision through the area, which is heavily-used by cyclists from Greenwich to Central London.
However, you need to give more thought to vehicle routing from Plough Way to Tesco. I live on Plough Way, and drive my car to Tesco Extra in Surrey Quays once a week. Once Lower Road is operating in two directions, the best route would be to turn right out of Plough Way onto Lower Road, and proceed to Tesco. Coming home, I would turn left from Lower Road into Plough Way. As these plans stand, both of those turns are banned. I'm still trying to figure out what the legal option would be, but I think it is to go straight on from Plough Way, around the far side of Surrey Quays station, straight on to Seven Islands Leisure Centre, turn right and then drive the full length of the Surrey Quays Shopping Centre car park to get to Tesco. Going home I would have to follow the same route in reverse, because going out of the normal exit from Tesco would force me onto Lower Road and straight on past Plough Way. This would add an extra 1km onto the drive each way (I've just measured it on Google Maps), and increase the congestion and pollution on my extended diversion. Please can you find an alternative? For example, opening the emergency access gate at the end of Rope Street would mean I could avoid Lower Road altogether and get through to Salter Road that way.

Continue development of housing and reducing road space drastically further affects adversely air quality.

Two-way traffic/narrowed roads will worsen air quality

Section 7/8 is the only section where residents parking is removed and which affect the residents directly.

Pollution / Traffic / roads becoming more dangerous and heavy traffic will have an effect on the period houses in the area and will affect families, children crossing roads, the care home and older people needing to use the road if a two way system is introduced.

In overview we see the proposals as making unnecessarily fundamental changes which will have a significantly detrimental impact to the quality of life to the local community.

<p>We feel that the proposals would cause the quality of our day to day life to diminish significantly, especially in the context of my partners disability.</p> <p>We also see the proposals will add to noise and air pollution in the area and feel that a two way system is most likely to increase congestion. We see current levels of congestion often manifest into aggressive vehicle and cyclist behaviour. So would therefore anticipate an increase in such behaviour arising from the proposals.</p> <p>We do understand that in the light of the current situation and the scale of development taking place in the area that the traffic plan needs to be reviewed. Our suggestions would be that Lower Road be kept one way single lane and that room is retained for bus/cycle lane and also parking.</p>
<p>I can't see how the proposals will improve traffic movement. I also believe that residents living along the roads to be changed from 1 way to 2 way traffic will have to suffer twice as much noise, traffic fumes etc than they do now. I understand why traffic over the bridge needs to be restricted as the bridge cannot be widened but this is the main reason why I don't believe this scheme will work. As I live off Salter Road I am concerned that traffic will divert along Salter Road/Redriff Road to avoid going around the restrictions imposed over the bridge and I don't believe the computer modelling for these changes. Salter Road/Redriff Road are quiet roads at certain times of the day and cannot be described as 'busy' during 'rush-hour' periods and I believe this will change if this scheme is introduced.</p>
<p>While I fully support the protected bicycle lane, allowing to turn Lower Rd past Surrey quays and up to Evelyn Street, Bestwood Street, Bush Road, and Rotherhithe Old Road into double lane road, will have the negative effect of: (i) increase traffic and queues, with cars queuing outside houses guaranteed 24/7; (ii) bus reliability will get even worse, and queues will increase; (iii) useful parking spaces will be eliminated and (iv) air quality will get even worse; and (v) so will me and my neighbours physical and mental wellbeing to live without queuing cars outside our windows every day.</p> <p>Please keep those roads one way only, with protected bicycle lane on lower road. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses with no difficulty. Queues will be less likely, bus reliability won't suffer, nor will air quality and useful parking spaces will be saved.</p>
<p>Other suggestions</p>
<p>Whilst worried about air quality and improving cycle lanes.....</p> <p>Do you have any evident if what 5G does to people and the environment?</p>
<p>As I have stated previously. One way systems work to keep foe of traffic moving. Make whole area 20mph using average speed cameras. Thus still holding on to large 2+bus lanes keeping commuters from the South East of England flowing through. They aren't going to stop coming through they will just be gridlocked like similar schemes in London reducing air quality and ability for local residents to move around. Look at other boroughs failures before joining their club. Learn from what restricting traffic flow does to air quality. Whilst still developing a segregated cycle lanes for cycle commuters. We all need to get through Rotherhithe. Try to make it fairer for all. Not just the 3% of cyclists. Causing 100% of local residents to be in gridlocked traffic.</p>
<p>Taxis have to access in conjunction with buses, it will only result in longer more polluting journeys for dropping or picking people up in the areas you want to ban taxis from. If taxis are allowed, some of the ideas you have are common sense and will make the area better to walk and cycle in so I agree with those parts</p>
<p>I strongly oppose the plans around my street (Chilton Grove) as it will not benefit residents who live here; this is detailed in the comments on that section.</p> <p>I think air quality and safety are the most important factors here. I would like to see more trees planted where possible along these roads, and I feel that Lower Road is a dangerous road due to the speed that motorists drive down it so I think increased deterrents are needed in the design.</p> <p>I think the number of junctions that are being closed off will create a lot of bottlenecks and traffic (and therefore increased exhaust fumes).</p>

Cleaner vehicles & EVCP

Comments and or suggestions

Thanks for the much-needed work on this, which will hopefully improve traffic flow and reduce air pollution.

Some provision for charging of electric vehicles along the route would provide much needed infrastructure to encourage residents and commercial businesses to invest in electric or plug-in hybrid

vehicles.

I wish there was more consideration of residential parking. Removing parking space will not make this area better, safer or cleaner. Residents do have cars and need appropriate parking space.

Consideration to electric charging parking space would be very welcomed especially on Lower Road, Plough Way, Chilton Grove, Bush Road, Rotherhithe Old Road and Rotherhithe New Road.

Bush Road should stay untouched, there is no benefit of two-way road in this particular area. Only pedestrian crossing is welcomed as well as extra parking space (residential parking).

Copeland Street should enable turn right and left, not only left.

Missing bus stop at Lower Road/Plough Way which is very busy bus stop. There is no mentioning where this stop has been moved.

Removing trees at the end of Lower Road, beginning Evelyn street is unnecessary. At least one tree should remain to keep the area greener.

Removing trees in general should be prevented wherever possible.

Section 7/8 is the only section where it will affect residents parking -

I feel there is an alternative and included in my supporting notes .

As part of this movement plan has there been any suggestions to increase car sharing bays/electric car charging points?

People some with disabilities need to get about deliveries plus emergency vehicles every one trying to go electric very expensive

Concerned about the effects of temporary road closures

Comments and or suggestions

It may work out to be a good traffic system. However, I have a number of safety concerns for cyclists, pedestrians and motors in as much as there are too many cross over points. There have been few accidents / fatalities in this area with cyclists or pedestrians. These proposals will create more opportunities for cyclists to clash with pedestrians and vehicles.

If works are completed together this will leave residents on the Rotherhithe peninsula very vulnerable to accessing emergency services.

This area is one of the many main arteries into London; an accident / closure of any of the major river crossings will bring the area to a standstill more than it already does.

There are implications for local businesses and for pedestrians and bus users which are detrimental.

Lower Road is used by many people making journeys of more than 20 - 30 minutes and unless there is an alternative for them the increased delay in their journeys will delay local pedestrians and buses.

While works are carried out the disruption we are currently suffering on Jamaica Road will continue into Lower Road. This is an unnecessary worsening of accessibility and air quality.

Crossing roads is easy and safe

Comments and or suggestions

Satisfied with safety and ease of use of proposed crossings

The success of the segregated cycle lanes along The Embankment and Blackfriars Bridge show how new people can be encouraged to travel by bicycle if segregated space is made available. Segregated continental cycle lanes, such as those proposed, are extremely important and I strongly support these proposals.

Cyclists will not only benefit, but the general streetscape will be massively improved by reducing the dominance of motor traffic. Furthermore pedestrians will benefit from less motor dominance, improved road crossing points more pleasant environment.

As a resident in the area with 3 children of Primary School age or younger, I support the creation of a safer environment for walking, cycling and daily life so that my family are not dominated by the noise, danger and emissions of motor vehicles. Additionally I would be more likely to use local businesses if we could cross Lower Rd safely and conveniently.

I like the cycle lanes and the two-way traffic seems to make sense around Bush Road. I was a bit concerned this change would affect the 199 route from Plough Way to Canada Water station but it seems this is unchanged. If the left turn from Lower Road into Plough Way has to be sacrificed for this system, so be it I suppose.

Also pleased to see more pedestrian crossings and opportunities for traffic to slow. If you could also

put speed bumps down Plough Way then that would be great!
I want to be able to cycle in this area with my infant son. It is currently too dangerous. And also unpleasant on foot as there are long delays to cross the busy road, waiting in polluted air. These proposals will make it safe for us to visit the area by bike and, once he is old enough, to cycle there without supervision. I would not allow a child to cycle on Lower Road as things currently are.
Hopefully the introduction of two way traffic and more pedestrian crossings will make this area much safer for pedestrians. Currently it is quite dangerous for pedestrians particularly on Rotherhithe Old Road. Hope this all happens soon.
Ensure adequate bike parking near superhighway and Lower Road retail. Current layout has too many give ways/merging roads and crossing at dangerous points such as on corners which are pretty hazardous - proposals eliminate these and far more logical.
Suggestions to improve proposed crossings
Southwark is so far out of touch with residents: - you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time - you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens - you overlook the need for a reliable bus service why not one on a loop around the peninsula? Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination - finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at c60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.
I support a safer journey for cyclists. The cycle lane has GOT to be wide enough to overtake though - this is a fast commuter route and cyclists won't use anything that slows them down. We will be forced back onto the road with the cars. This includes things like putting road humps in a cycle lane (why?!) and unnecessary pedestrian crossings for bus stops. These zebra crossings need to be CLEARLY identified as crossing a cycle lane because pedestrians are going to just walk out without looking and get hit by an oncoming cyclist.
Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks. More details here in the last section https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf Pedestrian crossings should be single stage.
Selfishly, cycle safety is my concern for these proposals: I only pass through the area on my bike. However, the biggest risk when cycling through this area is the high density of pedestrians on the pavements, many of whom walk into the highways without looking for cyclists. Therefore, pedestrian safety goes hand in hand with cycle safety when it comes to these proposals. It really is very important that pedestrians know where they should be and where bikes should be, where is it safe for them to cross segregated cycle routes and where to look for cyclists travelling in both directions, with clear sight lines each way. Pedestrians also need plenty of options to safely cross the cycle route; if they have to walk too far, they will just cross wherever is most convenient to them. Another risk when cycling on this route is cars parks in the highway to deliver/pick up goods from the businesses fronting the road. Again, it needs to be very clear to these drivers where it is and is not safe to stop in the vicinity of the segregated cycle routes. And they need many places where it is safe to stop, or they will just park wherever they please. Lastly, this is a very highly used cycle route; the cycle highway will just increase this. It is vital that cycle infrastructure is sufficient for the number of cyclists that currently and that are forecast to use the route. Otherwise, cyclists will just go back into the highway. We will only have one opportunity to do this. So do it well!
There needs to be a pedestrian crossing between the two Bestwood street bus stops (between McDonalds and Mama Pho). Hundreds of people cross the street every day and currently walk across live traffic.

The nearest crossings are either in the opposite direction (south of Mama Pho) or too far (north of McDonalds), beyond the bus stop (buses going towards Canada Water)

Strongly support:

- segregated cycleways
- more pedestrian crossings
- more double yellow lines

I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run.

These proposals are absolutely essential to encourage cycling/walking, and discourage driving.

Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these plans. We want this implemented as soon as possible!

The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them!

Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.

Proposal shows massive improvement for walking and cycling. Excellent new crossings, street will become more attractive and shops will have more customers. Better access to public transport (although Surrey Quays station will be too small soon) Health benefits for people living in the area. Hopefully also less potholes on the roads.

Overall this is of course good news. There are two major problems. Firstly the quality of the crossing facilities for those on foot. There is an excess of staggered crossings and long distance (on Lower Road) without any crossing provision. This must be addressed. Secondly there has been little attempt to support the 20mph limit with elements from the TfL Lower Speeds Toolkit. It is acknowledged that the creation of segregated cycle lanes and carriageway capacity reduction will have an impact on speeds but also needed is the use of raised tables on Lower Road. These could then also act as informal crossing facilities...all of this is relatively easy to do and will have little detrimental effect on bus passengers.

As the only viable alternative to the Old Kent Road for a direct cycle commute to the City this route is essential to the thousands of cyclists who use it every day. Cyclist safety, green space and pedestrian crossing points (though zebra crossings, not traffic lights) should be given priority.

I am very pleased to see Southwark following through on its ambitions to improve cycle safety in the area with concrete and excellent proposals to do just that. I know these changes will be very much welcomed by pedestrians and cyclists in the area and let's hope it gets many more people using environmentally friendly ways of getting around.

I would like to know more about how Southwark plans to tackle air pollution around lower road and give pedestrians more of a right of way through more zebra crossings, let's make it so environmentally friendly ways of getting around are as much as possible prioritised over the car.

Dissatisfied with safety and ease of use of proposed crossings

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Discourage car ownership and usage
Comments and or suggestions
Does not see how scheme will discourage car ownership
I strongly support the creation of segregated cycle paths, as both a cyclist and a motorist. I believe these plans are a good start but could go much further. These plans don't really do anything to discourage car use which should be an aim as this is something that will drastically improve air quality. I also am unsure of the logic stating that narrower roads will be beneficial to cyclists as if cyclists and motorists are sharing space on narrower roads this will result in less room for cars to pass cyclists safely.
Agrees and supports measures to discourage car ownership
Motor traffic and congestion is killing the area. it is time to develop cleaner alternative and to encourage walking and cycling. expanding the Santander bike network to this public transport deprived area is key. what are we waiting for?
More safe cycle routes please! Less motor cars please!
I cycle to work near Cannon Street and I live in Greenwich. I cannot express how excited I am about the new CS4 route, it will not only make my journey safer, but also hopefully faster! I sometimes cross the river at the Greenwich foot tunnel and join CS3 to get into the city and it is obvious that the foot tunnel is at high capacity and cyclists crossing the river are cycling through the tunnel and putting pedestrians at risk. CS3 is also at high capacity and cyclists often have to wait 2-3 turns to get through traffic lights at peak times which encourages people to jump the lights, bringing them into conflict with traffic. CS4 is badly needed to make the foot tunnel and CS3 less congested and safer. More importantly, all the cyclists that use the southern route into the city will have a safe route to use and this will increase the number of cyclists and hopefully reduce the number cars on the road.
The success of the segregated cycle lanes along The Embankment and Blackfriars Bridge show how new people can be encouraged to travel by bicycle if segregated space is made available. Segregated continental cycle lanes, such as those proposed, are extremely important and I strongly support these proposals. Cyclists will not only benefit, but the general streetscape will be massively improved by reducing the dominance of motor traffic. Furthermore pedestrians will benefit from less motor dominance, improved road crossing points more pleasant environment.
We moved to Rotherhithe about 5 years ago, and were able to get rid of the family car, and now use public transport, bicycles and walking. I wish more people would! So all in all, your scheme seems excellent in encouraging cycling, walking and use of public transport, without unduly penalising those who need to use motor vehicles, just organising them better and relieving them of some tarmac. The number of serious cycle commuters getting in and out of central London via Lower Rd is already impressive, and your scheme will, I trust, grow the number and increase everyone's safety.
Would like to ditch car and get on bike. Much greener!
Would defo get me out of my car a bit!
My car is very old, i might would get rid of car and buy bike but has to be safe
Yes please then I can scrap car. Thank you!
My car is old and when the ULEZ comes to Rotherhithe, I can't really afford to use it so am thinking of scrapping it. I would like to go to work on a bike but will only do so if it's safe. I realise my car is polluting the air, but unless a safe alternative is provided, I need it.
If it was safe to cycle I could swap my car for a Baksfiets (child cargo bike) and use it for school run and shopping.
Car is old, would like to re-place with bike
Good to get people out of their cars. Hope it goes through.
I suppose we have to think about getting people out of cars and onto cycles. So yes I support this. (have asthmatic kid).
Overall very supportive of the proposal. it will be good to see less cars i the area
When air quality is killing children we need to remove cars and use bikes
My granddaughter has asthma so I strongly support anything that cuts down on car use in the area
With climate change imminent, we all need to change our travel habits. I will give up my car if cycling is

made safe.
The proposal is good because we really need improved cycling way and pavement for pedestrians but the effectiveness of this plan will depend on the timing of the traffic lights and the will to ban lorries and vans from the road. I have enough of fearing for my life every time i cycle in London
Just spent a week in Netherlands. Brilliant hardly any cars. If the Dutch can do it why not us???
More bikes = less cars = cleaner air = ;)
As an ex London Taxi driver I used all these streets every working day. I'm also a cyclist so I view these proposals with a very experienced eye. I can see both sides of the coin. These proposals should be applauded as they are well thought out and contain some extremely good safety features for our most vulnerable road users. It's refreshing to see plans of this high standard that takes into account people on foot, on cycles and wheelchair users. For too long we have had planning that lets the car dominate which kills community space. This scheme could well have the potential to make people stop a bit longer to do their shopping, stop for a coffee and most importantly breathe new life into the area. It will slow down traffic, that's obvious, but they used the same technique in Holland. If we can make the car an unattractive option then people will use public transport more and cycle more due to this excellent infrastructure. This scheme is excellent.
These proposals will hugely benefit the area - most of this area covered in the plans I would not dare to cycle in due to the dangers posed by the current road layout, and the dominance of motor vehicles. In the current climate emergency we are facing, these plans will surely make cycling and walking far more accessible, safer and enjoyable - which will take many unnecessary vehicles off the road.
I walk everywhere, for the health benefits but the air smells so polluted that I wonder if I'm doing myself any good! Hopefully the bike lanes would cut down on car use and I'd be very happy with that!
Now I start to get breathing difficulty I think we need to get rid of cars for bikes
More bikes would hopefully mean less cars and therefore cleaner air. So I agree to all of this and hope you can make it happens asap. Thank You.
Yes, my toddler should not have to breathe in exhaust fumes. Bikes are non-polluting and should replace cars for short journeys. When my son starts school I'd love to be able to take him there by bike.
2 of my kids now diagnosed with asthma. prepared to give up car for cleaner air.
Would rather have bicycles than cars. Fed up of breathing in car fumes, which have given me asthma.
Climate emergency! Bikes not cars are the future.
Although I own a car, I feel we are reaching the point where the private car in cities needs to be consigned to history. But first, alternative non-polluting modes of transport need to be put in place. Safe and pleasant cycle routes are a start.
More cycles = less cars = cleaner air
I cannot find anywhere the implications for those walking around Rotherhithe. So I neither support nor oppose. If you ban/restrict cars everywhere, I could support it; if you think there will be more cars, more pollution, then I oppose it.
Too many kids with breathing difficulties. We have to cut down on cars
London needs to make roads safer for cyclists by keeping them separate from vehicles as much as possible. I think car traffic should be reduced in London as much as possible in favour of public transport, cyclists and pedestrians with allowance for delivery vehicles needed for shops (perhaps a certain time of day for delivery vehicles).
Strongly support: - segregated cycleways - more pedestrian crossings - more double yellow lines I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run. These proposals are absolutely essential to encourage cycling/walking, and discourage driving. Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these

<p>plans. We want this implemented as soon as possible!</p> <p>The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them!</p> <p>Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.</p>
<p>Safety of cyclists in this area is paramount. There is far too high a volume of motorised traffic which must be discouraged, by taking away space. This is shown in the modelling - the roads will be packed.</p>
<p>More cycle infrastructure will bring more cyclists and less cars which is a very good thing for health and the environment..</p>
<p>I strongly support the proposals on the basis of what they do for walking and cycling. It would be great to see more done in this regard; that includes not only building cycle lanes, widening pavements and improving pedestrian crossings, but also making driving less convenient.</p>
<p>Essential for children to be able to cycle safely in the area.. WAY too much car infrastructure. Private cars should be further discouraged please!</p>
<p>There is far too much space for motor vehicles on all of the proposals. There should be far more provision for safe cycling and safe walking. Additionally many of the measures will be far too reliant on enforcement of motoring laws which, we all know, is virtually non-existent at the moment. Until we start taking driving laws seriously most of this is aspirational at best.</p>
<p>it is important that traffic speed is reduced and people are discouraged from driving, which is why I suggested to make Cope Street car free and make Lower Road more people friendly. There is need for parking provision to visit the vet and the pharmacy but no other parking should be made available. I think the proposal is generally very good although I would like to see further traffic calming</p>
<p>I want to be able to cycle and walk more safely and have less cars to aggravate my asthma.</p>
<p>please make the road safer for vulnerable road users and residents. reduce pollution and congestion by reducing motor vehicles. install segregated infrastructure</p>
<p>We have to move to a more cycle friendly city, less cars and a greater sense of community and health.</p>
<p>I am very pleased to see Southwark following through on its ambitions to improve cycle safety in the area with concrete and excellent proposals to do just that. I know these changes will be very much welcomed by pedestrians and cyclists in the area and let's hope it gets many more people using environmentally friendly ways of getting around.</p> <p>I would like to know more about how Southwark plans to tackle air pollution around lower road and give pedestrians more of a right of way through more zebra crossings, let's make it so environmentally friendly ways of getting around are as much as possible prioritised over the car.</p>
<p>Very much looking forward to using this route. Be safe enough for me to take my kids on their bikes now rather than using the car</p>
<p>I think it is laudable that Southwark Council is taking measures to encourage walking and cycling in the Borough, and I hope that there will be many more such schemes! I would gladly suffer some small inconvenience when driving for the sake of safer, more pleasant routes for sustainable transport. I hope that this approach succeeds in reducing traffic via a reduction in the number of short distance journeys taken by car.</p>
<p>Better walking and cycling facilities in long run will provide healthier living choices and hopefully will be inspiration for less cars on road making pointless automotive journeys</p>

Do not agree with traffic calming/reduction and cycle lanes
Comments and or suggestions
Cycle lanes will reduce road space and increase pollution
The roads work fine as they are now! Stop trying to appease the 1% of cyclist that only use cycle routes for 2 hours per day! There Is ALREADY a cycle route that goes along the Thames to Greenwich. This is just ELITE CAPTURE and Is not fair on motorists that PAY for the upkeep of the roads.
Lived here all my life Pandering to cyclists Look at embankment, Tower Hill, Bayswater road, old street roundabout, Highbury corner, Killing London with these cycle lanes.
As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.
I've given up commenting after 4 sections. CW4 MUST NEVER HAPPEN Please do consider cyclist and see the danger which is coming.
As a taxi driver I know the importance of being able to have access to London's roads. It letting taxis through lower road could be damaging to local businesses and very difficult for disabled people. I also feel that the roads don't have the space for the cycle lane and will cause loads more traffic, especially around the already congested tunnel area. I also believe the lanes will be empty all day as I drive through this area a lot and you only get cyclists in the morning and evening rush hour.
Southwark is so far out of touch with residents: - you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time - you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens - you overlook the need for a reliable bus service why not one on a loop around the peninsula? Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination - finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at c60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.
Closing off Oldfield Grove to cyclists will force a diversion along the highly dangerous Silwood Street
As with all other areas in London where large segregated cycleways are installed , congestion , pollution and journey times all increase causing misery for road users , local pedestrians , residents and businesses , they are a total failure
Every road in London that has Cycle lanes , has created traffic jams so bad it has a detrimental effect on people's health and is bad for industry .
For some misguided reason you think more cycle lanes and narrower roads will improve traffic flow and mean less pollution, but you couldn't be more wrong. More cycle lanes does not mean more cyclists using them... you will still have the same number of cyclists and the same number of motorists as there are now... but narrower roads will mean more traffic build up and more pollution, and after the evening rush hour the cycle lanes will be empty and unused but the roads will still be congested due to the narrowed roads that you suggest will be an improvement.
It would very badly impact of the residential area of Rotherhithe and Canada Water with no obvious improvement in traffic conditions around Bush Road. Building the cycle road along lower road is a great idea, but extending it to Redriff road is completely pointless as it does not lead to anywhere (now that there is no footbridge proposed) .
I welcome replacing the inefficient one-way system but I am very concerned that your plans will massively, and needlessly, increase congestion and make car and bus journey's longer. There seems to be an unwarranted emphasis on adding cycle paths at the expense of busses and cars, when there

are many more bus and car users than cyclists and I think ultimately will not help the cyclists either if everything is turned into a log jam.

I oppose all removal of bus lanes for this reason.

I also very strongly oppose the small bus and cycle only section on lower road. This will create havoc as motorists use the (now much narrower and 2 way roads with many more lights) to circumvent this small area. It also greatly reduces access to the shopping centre with surely a big knock on effect to demand for access at the North entrance near Canada Water station, which has much more pedestrian footfall. I seriously think you should reconsider blocking this small but critical section to motoring.

Traffic is already quite bad in this area due to demand for the shopping centre and the Rotherhithe tunnel. It is not unusual to find the area gridlocked even at 2 or 3pm on a weekday, for no apparent reason. I've found myself waiting over an hour on a bus for it to clear many times. The hope would be that a 2-way system would relieve this issues but with your current proposals I am very worried it will make it even worse.

I think the plans for the northern end of Lower Road are ridiculous considering the width of the road, also, I thought that that trees help to improve air quality, cutting down mature trees and planting saplings does not help at all. There are a number of elderly people living along Lower Road, as well as young families using the leisure centre and attending the local primary school, they will find it extremely difficult to move freely on Lower Road, due to the number of cyclists expected to use the road at peak times and also the speed at which they cycle at. It is bad enough now where they do not observe red traffic lights and zebra crossings are non-existent to them. It is disgraceful that such a cavalier attitude is being taken by TFL to implement a policy where they assume one size fits all. Lower Road is a highly residential area where there are many people gathering at times for events in the parks, at the school and other gatherings and TFL is hell bent on making the already cramped space even smaller and narrower leading to potential accidents and also taking away existing safety measures that were implemented after accidents happened in the past. I have not said strongly oppose because south of Hawkstone Road, I don't travel much in that area but if I did I would strongly oppose. I also saw that TFL or Southwark Council said that these proposals help BAME, can't see how, would love to read the reasoning rather than just the sweeping statement.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

All of my experience of the cycle lanes already in London are unpleasant. They are unregulated and one is basically at the mercy of the MAMIL who are often foul mouthed and misogynist. I cannot see how any of these proposals are going to ease traffic in the area and lessen pollution. for local residents congestion will be worse, pollution higher with unregulated cyclists domineering. I also feel for hard working people trying to go about their business if that business demands a car/van. I have not spoken to one cabbie/local person who thinks this is a good idea. I live, teach and cycle in the area so I really know.

Don't support and don't see benefit of road closures

Comments and or suggestions

When will you learn traffic displacement does not work. Surrey Quays and surrounding area is already a bottle neck.

I live in Rotherhithe, there is only 3 ways in and 3 ways out, it's bad enough as it is , these proposals will just make getting in and out horrendous, you cannot actually be serious, we'll be like prisoners it won't be worth trying to get out during busy periods

I am very pleased to see the extension of the cycleway as this area is dangerous for cyclists currently.

The air quality is also especially bad around Surrey Quays station so this plan should improve that. I would like to receive more information regarding access to the houses behind Oldfield Grove for bikes, pedestrians and cars. I am concerned that closing this will divert traffic down Silwood Street which is narrow and could become easily congested leading to poor air quality in these small streets.

Pandering to cyclists and creating further traffic chaos will not help the area. Assuming that current works at Rotherhithe Tunnel Entrance eases congestion, then peak time issues and remediation could be explored. Closing Lower Road to through traffic is also a considerable hinderance to local traffic and will create two log jams through narrower streets instead of the present 2-3 lane 1-way system.

Making lower road two-way working is a great idea, the one way system in the area is not effective and contributes to delayed journeys and congestion in the area. There are details of the plan which seem to be counter-intuitive and a number of sections which should certainly remain open. Making a section of lower road two way for only bus and cycles is a disaster. Better the entire initiative was scraped than that happen.

I support all the proposals except for the issue with the left turn into Plough way from Lower road as indicated at the relevant section.

Generally in support of more and better cycling infrastructure but please bear in mind not to cause longer road journeys for drivers or diverted journeys which goes around the blocks especially for local residents because they would have to go around a longer way, this will outweigh any improvement in air quality from the increased cyclists. Safer cycling environment is important but please also don't forget the drivers who still have to use the roads.

A bit concerned about the proposed banned access onto Plough Way from Lower Road.

I am very concerned about access to Plough Way. We should be able to turn right from Plough Way into Lower Road. My autistic daughter goes to Redriff school and we live in Rope Street. The commute between home and school is a nightmare.

Like the cycle plans, but the plough way access issue means I'm overall against it

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey especially at rush hour for local residents.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which due to points already mentioned will have significantly more traffic on it adding to the journey times. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway without traffic lights to help.

3) CAR ACCESS – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic is a good idea, I can see a simple journey to Tesco's 1k away taking well over 25 mins. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitate these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists.

Closure of Chilton Grove junction with Lower Road, in and out - terrible for residents of Chilton Grove, forcing everyone to make a substantial extra detour up to Yeoman Street and into Plough Way, and then left, simply to get out of our street. To get back home will require even longer detours to access

<p>Rotherhithe New Road/Plough Way straight-across junction.</p> <p>Croft Street - is currently one-way from entry turning left from Lower Road, and leaving via Chilton Grove. I do not see how this Plan allows anyone to drive into Croft Street, given that it is One-Way. Of course this applies to all those who need access to Woodland Mews and Acacia Crescent, as well as the Thames Water Thames Tideway Tunnel Combined Sewer Overflow installation, and the Croft Street Depot Telecoms installation on Croft Street.</p> <p>Plough Way - the No Left Turn Ban on traffic from Lower Road is totally absurd.</p> <p>Actually the entire Plan for us who live in the Plough Way/Chilton Grove/Yeoman Street/Croft Street is an absolute disaster.</p>
<p>This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.</p>
<p>There do not seem to be any advantages to introducing two way traffic.</p> <p>The increased number of banned turns and bus and cycle only sections is counterproductive and will create bottle necks.</p> <p>Traffic will be driven around the quieter residential areas of the Rotherhithe Peninsula.</p>

Easy and safe to cycle

Comments and or suggestions

Suggests that more can be done to make cycling easy and safe

<p>In general I support the proposals as these will improve the public realm (which is very poor in this area) and improve safety for cyclists.</p> <p>I am concerned about the increase in traffic in particular along Bush Road and Bestwood street as per the traffic modelling and wonder if the significant priority to reducing traffic along the _entirety_ of Lower road is so justified (the section north of Plough Way is more justifiable, but perhaps some more traffic could be diverted via the section south of this). I'm worried about the implications for air quality. Driving between Redriff Road and Plough Way will now be much more circuitous, needing to loop around Bush Road, and the opposite direction will be pretty much as longwinded as it is at present - will any consideration be given to permanently opening up the back route via Rope Street which connects these roads via a completely alternative route? I appreciate that increasing traffic through there is not desirable and that the quietway 14 route may be nearby, but with some careful planning this could be a very attractive option and could mean that some of the traffic would divert away from the lower road area, indeed perhaps even northbound traffic would divert even earlier along Evelyn Road, which would undoubtedly improve traffic flows through Lower Road. Keeping the direction of Cope street the same as present (see my comment on this section) would at least help to some degree.</p> <p>I am disappointed about the lack of integration with the wider Canada water masterplan. One of the key points of this was opening up access to Southwark park from the Canada water area (all the way through to Russia Dock woodland ideally) and this really seems to be lacking in these proposals. I appreciate the masterplan is still a work in progress but it seems that actually the parts of the development which are closest to the cycleway are those which have had most detailed planning permission submitted. I hope the cycleway (etc) plans will be revisited to create a more joined up 'green highway' with good routes for walking and cycling to/from Southwark park particularly at the Surrey quays overground station junction and also the junction with Gomm Road.</p>
<p>I fully support the two way roads and new bike lanes. However, as a cyclist, I urge that attention is given to making the lanes adequately wide, with good signage, for riders moving at moderate speed. Too often bike lanes - and the associated infrastructure appear to have been designed for riders travelling at little more than walking speed. Such lanes are not fit for purpose. As a result, faster riders</p>

are driven to ignore them and use the open road. I am not talking about reckless speed, just a moderate pace that many people need to use to enable the commute to be completed in reasonable time.

I urge you to consult with active cyclists about the detail of this.

On Lower Road, this is fantastic. Great high-quality infrastructure. (With the exception of the junction with Surrey Quays Road where the junction is in no way fit for pedestrians and looks like something from the 90s). With regards to the streets surrounding Surrey Quays, the attempt to remove the race-track-style gyratories is great, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Especially galling is the severance of the existing and established cycle route (425) from Oldfield Grove. This must be retained and a safe/segregated link from here to the cycleway on Lower Road be provided. Cycle routes like that on Lower Road cannot stand in isolation and must be woven into the existing cycle network to succeed in creating a city/neighbourhood where it's truly possible for all sections of society to travel by bike.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey especially at rush hour for local residents.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which due to points already mentioned will have significantly more traffic on it adding to the journey times. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway without traffic lights to help.

3) CAR ACCESS – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic is a good idea, I can see a simple journey to Tesco's 1k away taking well over 25 mins. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitate these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the

Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus/cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

There is far too much space for motor vehicles on all of the proposals. There should be far more provision for safe cycling and safe walking. Additionally many of the measures will be far too reliant on enforcement of motoring laws which, we all know, is virtually non-existent at the moment. Until we start taking driving laws seriously most of this is aspirational at best.

I support measures that will make this route safer for cycling. At present I have to avoid the area, which would otherwise be massively helpful for my trips. At present I have to use Quietway 1 to travel by bike to central London or travel via underground via Surrey Quays or Canada Water to visit the shopping centre.

I also need to travel occasionally to Wapping so want to see a safe route to the proposed bridge or other type of river crossing. This would offer an alternative to the Rotherhithe (motor) tunnel or Overground routes which I otherwise have to use.

In support of current proposals

This is a great set of proposals that will significantly reduce the risk to cyclist at some really dangerous pinch points. It's about time E London was afforded the same level of infra support as the rest of the capital.

This part of my commute is one of the most dangerous sections. On numerous occasions I have nearly been hit on the roundabout.

The tarmac is terrible with numerous potholes so having dedicated cycle lanes would be perfect! Cars often come too close along this section of my commute.

Cycling currently very dangerous - I therefore strongly support the proposed changes.

I cycle to work near Cannon Street and I live in Greenwich. I cannot express how excited I am about the new CS4 route, it will not only make my journey safer, but also hopefully faster! I sometimes cross the river at the Greenwich foot tunnel and join CS3 to get into the city and it is obvious that the foot tunnel is at high capacity and cyclists crossing the river are cycling through the tunnel and putting pedestrians at risk. CS3 is also at high capacity and cyclists often have to wait 2-3 turns to get through traffic lights at peak times which encourages people to jump the lights, bringing them into conflict with traffic. CS4 is badly needed to make the foot tunnel and CS3 less congested and safer. More importantly, all the cyclists that use the southern route into the city will have a safe route to use and this will increase the number of cyclists and hopefully reduce the number cars on the road.

I cycle from Greenwich to St Pancras every day via this route and it is currently quite dangerous. This proposal would make my journey much safer.

These proposals look like they'll make cycling much more attractive for those groups, the young, poor, old, who are currently excluded by modern road design.

Keeping the cyclist segregated and easier for my wife /children to cycle the route as they would otherwise be very vulnerable to vehicles.
Proposals will greatly increase safety for cyclists and pedestrians with a minor impact on motorists.
It looks really positive not just for cyclists but for local businesses too.
I think this will be a great system and will ensure more safety to pedestrians and cyclists
I would love to feel safer on my bike on my daily commute into work and back and I think these proposals would really help!
Hopefully safety will be improved for cyclists going through the area.
This is a very dangerous area to cycle in. Yet it is heavily used by bikes. There are no better routes. I cycle here all the time. The Rotherhithe roundabout in particular is super dangerous. And setting off south from Surrey Quay tube station is a total nightmare with traffic switching across you from right to turn left to Tesco. Much needed
Great proposal - this will enable a lot of people to cycle all the way to Lancaster gate from Greenwich - a lot of pressure on the tube, bus, and road will be reduced.
I strongly support infrastructure that supports safer cycling.
Very good to make a safe environment for cyclists.
will be much safer for walkers and cyclists.
Can't wait to feel safer on my bike on the roads in my area. Can't wait to see more people on bikes, improving the air quality. I spend my annual holiday in Holland and I know what it can be like if you make an area safe for bike - it really does transform the place, and not just the air, when car is not king.
I cycle from Woolwich to Tower Bridge and back 4 days a week for work using these roads and believe the proposed changes will make cycling much safer. The one way system and Lower Road in particular is currently very dangerous for cyclists.
I would love to ride a bike to work, but I'm too scared of the traffic and aggressive drivers. I really hope you can make it possible.
I would love to get rid of my car and use a bike instead. But it has to be safe!
Like many people I use this route every day to commute to work on bicycle. I strongly support efforts to make it safer and reduce the dominance of motor traffic
Thank you for the proposed changes. I strongly support these, they are vital to make sure that people can cycle easily and safely from London Bridge to Woolwich. I look forward to cycling the route!
As someone who cycles daily along much of this route, I feel the proposal to introduce dedicated two way cycle lanes will greatly improve cycle safety in the area, and encourage more people to cycle along the route.
Please make it safe for my children to cycle to school.
Fantastic proposal. Hope it comes to fruition. I'd love to ride a bike to work, if it becomes safe to do so.
The proposals will make the area much more pleasant to be in for everyone, and much safer for cyclists.
As a cyclist eliminating the current system will make it far safer with the dedicated cycle way. Currently going around the one way causes the most potential problems for cyclists and drivers as traffic merges and cyclists cross lanes.
Looks as though they should improve air quality and quality of life for residents as well as improve cycle and public transport
I would like my children to be able to cycle to school.
About time Southwark did something for those who'd like to ride bikes safely to work, school etc.
My car is very old, i might would get rid of car and buy bike but has to be safe
Hoping you make it safe for ALL my family to cycle to school/work, not just my brave husband!
End the school run! Make it safe for kids to ride bikes to school!
Will make the area safer and more pleasant for residents and businesses. Excellent cycling facilities and improvements for buses.
I currently take the bus to work in Deptford (I live in Rotherhithe). If I felt it was safe I would cycle. I know a lot of people who feel the same. So I hope these plans go through. Thank you.
My car is old and when the ULEZ comes to Rotherhithe, I can't really afford to use it so am thinking of scrapping it. I would like to go to work on a bike but will only do so if it's safe. I realise my car is

polluting the air, but unless a safe alternative is provided, I need it.
I am diabetic type 2 and overweight. Need to get more exercise, would like to ride bike to college if it was more safe
Soon I will have to pay to drive my car. Maybe a bike would be cheaper for travel to work. But needs to be SAFE
If it was safe to cycle I could swap my car for a Baksfiets (child cargo bike) and use it for school run and shopping.
prefer to cycle to work but not safe at present. Scary!
hope it goes through and my daughter's asthma improves due to cleaner air. but you have to make it safe for cyclists
I used to cycle when I lived in Hackney but Southwark has never felt safe enough. Hoping that will change!!!
Buses are so slow. If there was safe bike I would ride bike to work instead, much quicker
Yes, got kids who want to cycle to Bacons but too dangerous now
Main thing missing for me is facilities for commercial bins that are spread along the high street South of Surrey Quays station. Maybe group them together in a bin store somewhere. Right now they take up so much of the pavement, they smell and the actual pavement around them is covered with grease and grime. Not nice. Cycle provision greatly improved. I commute to and from Hackney each day and the final section close to my house near Lidl on Trundley's Road is without a doubt the worst section of the entire route. Cars go so fast down that round, and when you have to get in the right hand lane heading South before turning right towards Lidl is so dangerous. No wonder there was a death on that corner. Thanks
It's great to see Southwark recognising the importance of providing better facilities for cyclists in the borough, this will only help improve the health and lives of local residents
Would cycle instead of using bus if it was safe
Positive for safety of cycling in the area. Thanks
Safety of cyclists in this area is paramount. There is far too high a volume of motorised traffic which must be discouraged, by taking away space. This is shown in the modelling - the roads will be packed.
Cycling as a greener and healthier way to travel to work should be encouraged. To do this the roads need to be made safer for cyclists. I strongly support the proposals brought forward as this is a key commuting area which is currently not entirely safe for cyclists and has had a number of accidents.
The proposals have merit: 1) Enhancing safe cycling is beneficial 2) Lower Road needs to be rendered more safe for pedestrians
Pedestrians, cyclists and public transport MUST be the overriding priority in every case.
I know many women who would cycle if they felt safe. I hope this plan goes ahead and helps them get on bikes.
I used to cycle this way home from central London to SE12. I had to find another route because cycling in the traffic was terrifying at points. So I was delighted to learn about the new plans for a cycle superhighway. If you get it right now, you will make cycling into London pleasurable and safe for everyone in south east London for years to come. I very much hope my young daughter will be able to use the route when she is older.
well designed. great to see greening / SuDS used which will make the area more aesthetically appealing. good to see build out near Advanced stop cycle line to protect waiting cyclists.
I love cycling and often avoid Lower Road because it can get pretty hairy at points. Mainly the quality of the road. But also cars going fast coming up behind you and having to give you a wide birth. I normally cycle down that road at night. I don't really avoid any other roads around where I live and it seems like one that's very much in need so I'm pleased about these proposals.
I strongly support the proposed Rotherhithe Movement Plan - Lower Road Two-Way streets and Cycleway 4 scheme. It is about time for pedestrian and cyclist to reclaim some of the roads in London and more widely throughout the UK by reducing motor vehicle dominance. Roads were originally built by cyclists for cyclists (https://www.cyclinguk.org/cycle/roads-built-cars). I really appreciate the effort of Southwark council for trying to create a safer, cleaner and more

enjoyable cycle route which will eventually link London Bridge all the way to Woolwich. I commute every day from Greenwich to Waterloo thus crossing Southwark area and feels very excited about the new ambitious plans that Southwark is proposing.
Can't wait to ditch the bus pass and buy a bike!!
Well done Southwark! I don't know if I'm too old to ride a bike (68) but if you make it safe I will have a go!
I do occasionally cycle but it feels quite unsafe especially on Lower Rd, so mostly I get the bus. I think I will cycle more if this plan goes through.
This is my route to work - extra safety would be most welcome.
When my daughters get a bit older, I would really like to get a cargo bike for the school run, as long as it feels safe - and also as long as the bike will fit on the bike path.
i would like 2 cycle 2 work but not safe at the mo
Cycling healthy exercise. needs to be safe though.
I think it is a fantastic idea. Currently the one-way system is rather confusing for cyclists and car users. I currently feel very vulnerable cycling along these roads due to the nature of the condition of the roads, whilst also sharing the roads with a high volume of traffic. As a car commuter too, I know by experience that this is a route that contains a lot of road traffic from central London that is inevitably ending onto the A2 and then onto the M25. This new scheme will make the area safer for cyclists, road users and pedestrians, whilst also tackling air pollution, and encouraging those less confident to cycle on the road, to cycle more often.
According to the planning map there is a goal of improving both the security of the cyclists and the conditions of the roads' ways. This would be a good thing to ease the traffic and avoid traffic congestions.
Having an asthmatic child has convinced me that we have to change the way we travel, as a borough. Although I have a car at present, I would be prepared to give it up and cycle instead, to improve air quality, but ONLY if I felt safe. of course, my 9 year old daughter would also need to be safe on a bike. If this infrastructure were in place, we would change our mode of transport to bikes.
I'm not very brave so have been too scared to ride a bike to college up until now. If there's a safe cycle path, I may take up cycling - which would be quicker for me, and healthier. So I hope this scheme is approved.
I usually get bus. Would maybe cycle if safer. Too scary at the moment
Good idea. I wish I could cycle to work. Maybe if it's safer I will
I visit my mum every week. I would cycle there if it felt safe, but at present Lower Road is very scary for cyclists!!
With climate change imminent, we all need to change our travel habits. I will give up my car if cycling is made safe.
The whole borough should be made much more cycle friendly.
Going to scrap car due to ulez. will buy bike hope it's safe
I hope you are successful in transforming what is currently a scary and dangerous stretch of road, so that cyclists of all ages and both sexes feel safe on it in the future.
What with ULEZ and restricted parking in the area, I have decided to get a bike and sell the car. Please make it safe for cyclists though.
Would like to take kids to school on cargo bike - but only if SAFE
The proposal is good because we really need improved cycling way and pavement for pedestrians but the effectiveness of this plan will depend on the timing of the traffic lights and the will to ban lorries and vans from the road. I have enough of fearing for my life every time i cycle in London
Yes. Please make it safe for cyclists.
Always felt too nervous to cycle, but would love to give it a go if there was a proper cycle path....
Tube v hot in this weather. Would cycle but slightly nervous at present.
These proposals will hugely benefit the area - most of this area covered in the plans I would not dare to cycle in due to the dangers posed by the current road layout, and the dominance of motor vehicles. In the current climate emergency we are facing, these plans will surely make cycling and walking far more accessible, safer and enjoyable - which will take many unnecessary vehicles off the road.
I cycled to work every day for 45 years, back when it was safer. Let's give today's youngster's the same chance to get on their bikes.
Way more people will cycle if you make it safe

Roads maintenance could be improved, so the introduction of dedicated cycle lanes would improve the journey but also the safety as the roads are congested and some vehicles speed, and do not leave enough room between vehicles and cyclists.
Anything to keep my son and daughter in law (both cyclists) safe. It's about time road space was shared.
It can't happen quickly enough. Why should the greenest commuters be the ones risking their lives on a daily basis? Please implement these proposals soon.
Cycling should be 1) made safe and 2) encouraged, for the sake of all our health
I strongly support safer cycling routes in London. I currently work in Southwark and would love the opportunity to explore more of South London on my bicycle.
Southwark have done so little for cyclists over the 10 years I've been cycling here. This must go ahead, and many more similar schemes too.
It's good to improve safe cycling from south east London to Tower Bridge.
Planning to cycle to work instead of driving when new cycle path installed
This is a really important scheme to make pedestrian and cycle routes through this area easier and safer. I very strongly support it and urge you to put it in place as soon as possible.
As I cyclist I strongly urge you to put these measures in place and make our journeys safer. Perhaps more will join us on their bicycles and ultimately the air will end up cleaner. I certainly hope so.
Although I own a car, I feel we are reaching the point where the private car in cities needs to be consigned to history. But first, alternative non-polluting modes of transport need to be put in place. Safe and pleasant cycle routes are a start.
I drive down this stretch of road nearly every day. If I could cycle it SAFELY instead, I would (weather permitting!).
I would cycle if it was safe.
I don't like cyclists but my daughter insists on riding a bike to work so I am voting for this for her safety.
Lower Road is way too dangerous for anyone who's not brave to cycle. These improvements should be done asap.
I have an electric car, but would like to use a bicycle for short trips if it felt safer on the roads near me.
I strongly support anything that will make the area safer and more pleasant for pedestrians and cyclists.
Please start to make cycling safe for the next generation You have a long way to go. Please start now.
My partner cycles to work every day, and every day at the back of my head, I worry that he is not going to come back alive. He is an experienced, careful, considerate and assertive cyclist, but parts of this road are extremely hostile and unpleasant. Please build this protected bike track ASAP
Currently I drive more than cycle, but that would be reversed if there were more cycle paths.
I used this route on my bike for many years now and I strongly support the improvement to make this friendlier to cyclists and cut down pollutions from traffic.
The younger generation should have the opportunity to experience the joy of riding a bicycle. They shouldn't have to risk their lives to do so. And of course there are health benefits too.
Have to give up car when new congestion charge come in. So will buy bike if safe.
Anything to make it safer for cyclists. Currently it's too dangerous and that puts many would be cyclists esp females off.
Make cycling safer and I'll ditch the car!
The scheme will provide a good and safe cycle way and I endorse fully
I think these are brilliant. A 2 way cycleway will make me feel much safer, buses will travel more quickly as well.
The no turning onto lower road is really important to keep the cycleway intact.
I want to be able to cycle in this area with my infant son. It is currently too dangerous. And also unpleasant on foot as there are long delays to cross the busy road, waiting in polluted air. These proposals will make it safe for us to visit the area by bike and, once he is old enough, to cycle there without supervision. I would not allow a child to cycle on Lower Road as things currently are.
It's really positive that you are planning on making this part of London more pleasant for pedestrians and making it safer for cycling. I hope you can start work on this soon
The improved cycling infrastructure looks a lot better than current. There are a number of crunch points currently, which look like they will be resolved.
Good to have some good forward thinking

I regularly cycle through this area, either on my way to and from central London or to visit the shops in this area. These proposals would transform cycling here, and make the area much more pleasant to visit and to travel through.
These are awesome, exciting proposals. I've cycled from Charlton to the City most week days for the past 14 years. These proposals have actually given me goose bumps thinking about how that journey can become safer and generally far more pleasant than it currently is. I look forward to seeing it happen.
Essential for children to be able to cycle safely in the area.. WAY too much car infrastructure. Private cars should be further discouraged please!
Agree with all suggestions from the London Cycling Campaign. Fully support strongly overall.
The sooner you make it safe for cyclists the better
The plans reflect the need to encourage Londoners to become healthier and to pollute less which is great. It should lead to improved air quality for residents and safer travel for cyclists and pedestrians.
The introduction of proper cycle lanes is well overdue and should help more people get moving on bikes.
As the only viable alternative to the Old Kent Road for a direct cycle commute to the City this route is essential to the thousands of cyclists who use it every day. Cyclist safety, green space and pedestrian crossing points (though zebra crossings, not traffic lights) should be given priority.
I cycle the route most days as part of a 14 mile commute each way. These busy roads aren't for the faint hearted: lanes merging and unmerging, lots of lorries and sections that encourage motor vehicles to speed. A cyclist has been killed on this route (near the McDonald's). Better cycling provisions will no doubt encourage more, which will contribute to less emissions and will make the small shopping districts more pleasant.
Very important to improve safety for cyclists and reduce the risk from cars.
I am very pleased to see these proposals and I very much hope they are brought into reality. This will not only help myself but thousands of other cyclists pedestrians and other road users in the area. I will encourage more people to take up cycling if they see the roads being made safer. If you can find more ways to reduce speeds in this area that would be great too.
As always for me, we are a family of five cyclists and safety for the cyclist is my number one concern in all these great proposals
Very much looking forward to using this route. Be safe enough for me to take my kids on their bikes now rather than using the car
I used to cycle from Woolwich to the city as a daily commuter. At some stage I could no longer handle the daily stress levels experienced in traffic and opted for public transport. The proposals appear to be a strong improvement from the current situation and would make me cycle to work again and having more money available to spend in local restaurants and shops
We must do everything we can to ensure good planning so that everyone using this section of the road benefits by the plans. I'm a cyclist and commute this route which can be scary because the infrastructure isn't in place. I really welcome making this busy cyclist route into and out of London safer for cyclists to promote people using their bikes as a healthier and greener way of going to and from work.
I have commuted by bike along the Lower Road for approximately 20 years. I have had some pretty scary moments, particularly going south with lorries only inches away from me. I look forward to cycling the new C4 route and hope it goes ahead.
Looking forward to a safer cycling environment!
These plans look like they will help cycle safety in the area as well as better traffic flow
As a cyclist who commutes daily to work, I see the benefits of these proposals to make London safer for us. Cycleways make such a difference and I'm glad it has been noticed given the rise of commuters in the past few years.

Enjoyable environment

Comments and or suggestions

Suggests that more can be done to improve the streetscape environment

While I fully support the protected bicycle lane, allowing to turn Lower Rd past Surrey quays and up to Evelyn Street, Bestwood Street, Bush Road, and Rotherhithe Old Road into double lane road, will

have the negative effect of: (i) increase traffic and queues, with cars queuing outside houses guaranteed 24/7; (ii) bus reliability will get even worse, and queues will increase; (iii) useful parking spaces will be eliminated and (iv) air quality will get even worse; and (v) so will me and my neighbours physical and mental wellbeing to live without queuing cars outside our windows every day. Please keep those roads one way only, with protected bicycle lane on lower road. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses with no difficulty. Queues will be less likely, bus reliability won't suffer, nor will air quality and useful parking spaces will be saved.

Main thing missing for me is facilities for commercial bins that are spread along the high street South of Surrey Quays station. Maybe group them together in a bin store somewhere. Right now they take up so much of the pavement, they smell and the actual pavement around them is covered with grease and grime. Not nice.

Cycle provision greatly improved. I commute to and from Hackney each day and the final section close to my house near Lidl on Trundley's Road is without a doubt the worst section of the entire route. Cars go so fast down that round, and when you have to get in the right hand lane heading South before turning right towards Lidl is so dangerous. No wonder there was a death on that corner.

Thanks

Supports proposed improvements to streetscape environment

The success of the segregated cycle lanes along The Embankment and Blackfriars Bridge show how new people can be encouraged to travel by bicycle if segregated space is made available. Segregated continental cycle lanes, such as those proposed, are extremely important and I strongly support these proposals.

Cyclists will not only benefit, but the general streetscape will be massively improved by reducing the dominance of motor traffic. Furthermore pedestrians will benefit from less motor dominance, improved road crossing points more pleasant environment.

The proposals will make the area much more pleasant to be in for everyone, and much safer for cyclists.

Will make the area safer and more pleasant for residents and businesses. Excellent cycling facilities and improvements for buses.

The proposals will make Southwark a more pleasant place to live

I regularly cycle through this area, either on my way to and from central London or to visit the shops in this area. These proposals would transform cycling here, and make the area much more pleasant to visit and to travel through.

Please get this built as quickly as possible, it will transform the area.

Feeling safe from crime and injury

Comments and or suggestions

I'm sick of TfL and local councils messing around with roads in London. Every time they do it is a disaster. Spend the money allocated to this project on reducing violent crime in the borough.

Southwark is so far out of touch with residents:

- you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time
 - you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens
 - you overlook the need for a reliable bus service why not one on a loop around the peninsula?
- Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination
- finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at 60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.

Filtered/closed/pedestrianised roads and stop rat runs

Comments and or suggestions

Can see benefit of filtration/banned turns

Looks good - but there needs to be evidence of what you plan to do to the cycle way from Millwall to Oldfield grove. you can't just say you're diverting it without saying where it will now go.

Overall these are very impressive with lots of priority given to walking, cycling and buses as it should be. I wish there could be more to reduce rat running through the residential areas as that would make it easier for children and families to get to the cycleway on their bikes.

We will need to see a proper plan for cycle parking at surrey quays. I imagine lots more people will want to cycle to the station now and there is nowhere near enough high quality cycle parking - can we have some sort of cycle store system where bikes are secured?

I really wish that Southwark would hurry up and build this high quality walking and cycling infrastructure, the cycleway 4 is already being built so we need to get a move on!

More safe cycleways please!

More road closures to reduce rat running on residential streets please!!!!

These are unusually good proposals. The other improvements that could be made: filter all (or at least most) residential roads, and implement *and enforce* a 20mph speed limit on all borough roads

Cannot see benefit of filtration/banned turns

I am very concerned about access to Plough Way. We should be able to turn right from Plough Way into Lower Road. My autistic daughter goes to Redriff school and we live in Rope Street. The commute between home and school is a nightmare.

I reiterate points made on the stretch north of Surrey Quays station. The core of the problem is the plan to restrict a stretch of Lower Road, between Surrey Quays Station and the junction with Redriff Road, to buses and cycles only. This can only cause immense problems in the area. It would drive most of the traffic into a series of junctions around Rotherhithe Old Road, Rotherhithe New Road, Bush Road and Bestwood Street. This is likely to slow the traffic further in an area that can already become very congested, threatening more frequent gridlocks and difficulties for the residents in the area. I am aware that this is being done largely to facilitate the creation of a cycle lane along Lower Road, but the costs to the community and the travelling public from this are going too far outweigh the benefits. Also, it is likely to sharply increase the traffic volumes around the Rotherhithe Peninsula. A lot of vehicles will try to dodge the worst of the congestion by taking this route, and any travelling westwards along Lower Road and missing the turn at Rotherhithe New Road will have no alternative but to turn right into Redriff Road. This would cause severe problems on the peninsula, with long tailbacks at the junctions at Surrey Quays and the Rotherhithe Tunnel, and effectively spoil what is currently one of the few low traffic areas in London. I'm aware that TfL claims its computer modelling says there would not be a lot more traffic around the peninsula, but past experience of when there have been roadworks on Lower Road have proved this is not the case; a lot of vehicles will take that route. And it seems counter-productive, environmentally and in the disruption caused to traffic, to add to the length of journeys on the route past Rotherhithe.

Pandering to cyclists and creating further traffic chaos will not help the area. Assuming that current works at Rotherhithe Tunnel Entrance eases congestion, then peak time issues and remediation could be explored. Closing Lower Road to through traffic is also a considerable hinderance to local traffic and will create two log jams through narrower streets instead of the present 2-3 lane 1-way system.

Making lower road two-way working is a great idea, the one way system in the area is not effective and contributes to delayed journeys and congestion in the area. There are details of the plan which seem to be counter-intuitive and a number of sections which should certainly remain open. Making a section of lower road two way for only bus and cycles is a disaster. Better the entire initiative was scraped than that happen.

Support some elements but strongly oppose the plans to disallow left turn into plough way. this must be resolved

Disagree with the proposals around lower road and redriff road intersections and the cycle and bus only section. Mayhem for local people who use red riff road to get to their homes in Rotherhithe.

I welcome replacing the inefficient one-way system but I am very concerned that your plans will massively, and needlessly, increase congestion and make car and bus journey's longer. There seems to be an unwarranted emphasis on adding cycle paths at the expense of busses and cars, when there are many more bus and car users than cyclists and I think ultimately will not help the cyclists either if everything is turned into a log jam.

I oppose all removal of bus lanes for this reason.

I also very strongly oppose the small bus and cycle only section on lower road. This will create havoc

as motorists use the (now much narrower and 2 way roads with many more lights) to circumvent this small area. It also greatly reduces access to the shopping centre with surely a big knock on effect to demand for access at the North entrance near Canada Water station, which has much more pedestrian footfall. I seriously think you should reconsider blocking this small but critical section to motoring.

Traffic is already quite bad in this area due to demand for the shopping centre and the Rotherhithe tunnel. It is not unusual to find the area gridlocked even at 2 or 3pm on a weekday, for no apparent reason. I've found myself waiting over an hour on a bus for it to clear many times. The hope would be that a 2-way system would relieve this issues but with your current proposals I am very worried it will make it even worse.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxtalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus\cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

I strongly oppose the plans around my street (Chilton Grove) as it will not benefit residents who live here; this is detailed in the comments on that section.

I think air quality and safety are the most important factors here. I would like to see more trees planted where possible along these roads, and I feel that Lower Road is a dangerous road due to the speed that motorists drive down it so I think increased deterrents are needed in the design.

I think the number of junctions that are being closed off will create a lot of bottlenecks and traffic (and therefore increased exhaust fumes).

Closure of Chilton Grove junction with Lower Road, in and out - terrible for residents of Chilton Grove, forcing everyone to make a substantial extra detour up to Yeoman Street and into Plough Way, and then left, simply to get out of our street. To get back home will require even longer detours to access Rotherhithe New Road/Plough Way straight-across junction.

Croft Street - is currently one-way from entry turning left from Lower Road, and leaving via Chilton Grove. I do not see how this Plan allows anyone to drive into Croft Street, given that it is One-Way. Of course this applies to all those who need access to Woodland Mews and Acacia Crescent, as well as the Thames Water Thames Tideway Tunnel Combined Sewer Overflow installation, and the Croft Street Depot Telecoms installation on Croft Street.

Plough Way - the No Left Turn Ban on traffic from Lower Road is totally absurd.

Actually the entire Plan for us who live in the Plough Way/Chilton Grove/Yeoman Street/Croft Street is an absolute disaster.

Other suggestions

it is important that traffic speed is reduced and people are discouraged from driving, which is why I suggested to make Cope Street car free and make Lower Road more people friendly. There is need for parking provision to visit the vet and the pharmacy but no other parking should be made available. I think the proposal is generally very good although I would like to see further traffic calming

Southwark is so far out of touch with residents:

- you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time
 - you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens
 - you overlook the need for a reliable bus service why not one on a loop around the peninsula?
- Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination
- finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at 60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.

Freight/deliveries management (off street/ reduce/ timing)

Comments and or suggestions

Selfishly, cycle safety is my concern for these proposals: I only pass through the area on my bike. However, the biggest risk when cycling through this area is the high density of pedestrians on the pavements, many of whom walk into the highways without looking for cyclists. Therefore, pedestrian safety goes hand in hand with cycle safety when it comes to these proposals. It really is very important that pedestrians know where they should be and where bikes should be, where is it safe for them to cross segregated cycle routes and where to look for cyclists travelling in both directions, with clear sight lines each way. Pedestrians also need plenty of options to safely cross the cycle route; if they have to walk too far, they will just cross wherever is most convenient to them.

Another risk when cycling on this route is cars parks in the highway to deliver/pick up goods from the businesses fronting the road. Again, it needs to be very clear to these drivers where it is and is not safe to stop in the vicinity of the segregated cycle routes. And they need many places where it is safe to stop, or they will just park wherever they please.

Lastly, this is a very highly used cycle route; the cycle highway will just increase this. It is vital that cycle infrastructure is sufficient for the number of cyclists that currently and that are forecast to use the route. Otherwise, cyclists will just go back into the highway.

We will only have one opportunity to do this. So do it well!

London needs to make roads safer for cyclists by keeping them separate from vehicles as much as possible. I think car traffic should be reduced in London as much as possible in favour of public transport, cyclists and pedestrians with allowance for delivery vehicles needed for shops (perhaps a certain time of day for delivery vehicles).

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.
Double yellow line would mean no parking.
No vehicle would be able to stop legally along Lower Road.

Greenery & green open space

Comments and or suggestions

In general:

– why can't you replace all trees you are removing?

– you adding more and more parking restrictions in the area. It's already hard enough to get to the minimal amount of shops in the area. This area is a very residential area, more like a suburb so every has cars. It's not typical of London at all.

Can you please consider bringing back the proposed bridge that was scrapped? My work is directly opposite this area on the river but to get there by bike, I'd have to cycle all the way into zone 1 and back out again, through all the pollution and more risk of accident.

The docklands are a lovely residential area and there any never any issues with on street parking. A controlled parking zone is ridiculous.

There are never any issues parking on our street and I can't believe you are turning such a lovely, residential area of London into the a controlled parking zone that will completely ruin the street. Why can't you make all of the new builds provide parking in the building rather than the council paying to implement controlled parking everywhere. It's a waste of council money when the private builders can provide parking within the development.

The docklands is a lovely peaceful area with no issues around parking. I lived in an area with controlled parking previously and it was a nightmare, especially when trying to get visitor permits and I could only obtain them from the council office in The Blue which was only open when I was at work and was nowhere near my home or workplace.

Please do not enforce restrictions in an area that doesn't need it. The docklands are nowhere near the new Canada Water plan. Is it 100% certain that the Canada Water Plan will go ahead anyway? You've already scrapped the much need bridge proposal that was needed so badly!

Have you walked around the docklands to see how easy it is to park and how little cars there are? It feels like a money making scheme to me.

I wish there was more consideration of residential parking. Removing parking space will not make this are better, safer or cleaner. Residents do have cars and need appropriate parking space.

Consideration to electric charging parking space would be very welcomed especially on Lower Road, Plough Way, Chilton Grove, Bush Road, Rotherhithe Old Road and Rotherhithe New Road.

Bush Road should stay untouched, there is no benefit of two-way road in this particular area. Only pedestrian crossing is welcomed as well as extra parking space (residential parking).

Copeland Street should enable turn right and left, not only left.

Missing bus stop at Lower Road/Plough Way which is very busy bus stop. There is no mentioning where this stop has been moved.

Removing trees at the end of Lower Road, beginning Evelyn street is unnecessary. At least one tree should remain to keep the area greener.

Removing trees in general should be prevented wherever possible.

I hope that, as the proposals develop, you will give further consideration to the needs of cyclists wanting to head to/from Peckham and New Cross, either looking to join/leave the main cycleways, or crossing them.

It's good to see the proposals include some new landscaped areas. Please could you make them bird/pollinator-friendly?

I strongly support the increased provision of protected cycle lanes.

I am concerned that new parking spaces are being provided - these should be minimised or for deliveries/disables only.

I am concerned that cycle advance stop boxes are being provided where there are no protections for cyclists before or after the junction.

I would strongly support a reduced speed limit of 20mph, more pedestrian space and more green space.

Speed should be limited to 20mph throughout for safety.

All advanced cycle stop boxes should have a cycle feeder lane of at least 20m to allow riders to

access the stop box. Add trees to replace any removed to ensure tree neutral or tree positive. Add significant cycle parking especially in shopping areas.
well designed. great to see greening / SuDS used which will make the area more aesthetically appealing. good to see build out near Advanced stop cycle line to protect waiting cyclists.
I really love how thoughts out this seems to be. As someone who does drive but also walks and cycles, I really believe London can and should be a cycle/pedestrian first city, and it will make it more attractive, greener and safe for everyone. Big pavements, more trees and finding ways to reduce vehicle speed for example will improve the atmosphere and make the area much nicer to visit and live in. Hope this goes ahead
Lower Road is not a very nice place right now. Cars go far too fast along the one-way system, it's horrible for cyclists, and the bus going into the city takes ages due to the ridiculous one-way system. More green space, a two-way system, and a continuation of CS4. How could anyone other than a ridiculous nimby not support this proposal?
More landscaping, better air quality, better pedestrian and cycling facilities. Drivers will not like this but it will be great for residents, pedestrians and cyclists! Get cracking please
As the only viable alternative to the Old Kent Road for a direct cycle commute to the City this route is essential to the thousands of cyclists who use it every day. Cyclist safety, green space and pedestrian crossing points (though zebra crossings, not traffic lights) should be given priority.

Improved cyclist behaviours

Comments and or suggestions

Improved cycle facilities are good if properly segregated from road and footway by more than just paint in both cases.
Advance stop lines are a waste of paint unless they are going to be enforced with penalties by cameras (police do not have the resources to enforce these and thus they are ignored by 99% of drivers and do nothing for cyclist safety as a result).
Like the move to two-way on most roads and pavement widening in most locations.

Improved junctions and/or traffic lights designs and phasing

Comments and or suggestions

In support of junction improvements

Proposal shows massive improvement for walking and cycling. Excellent new crossings, street will become more attractive and shops will have more costumers. Better access to public transport (although surrey quays station will be too small soon) Health benefits for people living in the area. Hopefully also less potholes on the roads.

Suggestions to improve the operation of junctions

very important route which will add great value to the area and London as a whole.
need to not ignore cycle provision on surrounding streets, so more work needed on those esp the junctions

Southwark is so far out of touch with residents:
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- you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens
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There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility

issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination.

This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.

There is an excessive use of banned turns and this does not encourage support from local residents who seem to have been overlooked in place of cyclists who use this area to travel to and from work in rush hour

The success of the segregated cycle lanes along The Embankment and Blackfriars Bridge show how new people can be encouraged to travel by bicycle if segregated space is made available. Segregated continental cycle lanes, such as those proposed, are extremely important and I strongly support these proposals.

Cyclists will not only benefit, but the general streetscape will be massively improved by reducing the dominance of motor traffic. Furthermore pedestrians will benefit from less motor dominance, improved road crossing points more pleasant environment.

Please build continuous footways over side roads and use Dutch access kerbs to do so. Also please use forgiving kerbs on the cycle tracks.

More details here in the last section

<https://cityinfinity.files.wordpress.com/2018/04/the-joy-of-kerbs-v1.pdf>

Pedestrian crossings should be single stage.

The proposal is good because we really need improved cycling way and pavement for pedestrians but the effectiveness of this plan will depend on the timing of the traffic lights and the will to ban lorries and vans from the road. I have enough of fearing for my life every time i cycle in London

Cycleway connecting up with nearby proposals makes senses.

Road quality will need to be upgraded as part of this - Lower Road surface is currently very uneven, lots of potholes, etc.

5 sets of traffic lights on Lower Road between Redriff Road and Bestwood Street seems excessive.

Lights proposed for next to Cope Street and Chilton Grove seem unnecessary.

As the only viable alternative to the Old Kent Road for a direct cycle commute to the City this route is essential to the thousands of cyclists who use it every day. Cyclist safety, green space and pedestrian crossing points (though zebra crossings, not traffic lights) should be given priority.

I only support, rather than strongly support, the proposals due to a few significant issues:

On Lower Road between Rotherhithe Roundabout and the edge of Southwark Park, it is too difficult for cyclists to cross between the cycleway and buildings and side streets on the opposite side of the main road. It would be better if pedestrian crossings on this section were modified to allow cycles to cross legally at the same time.

All junction approaches with advance cycle stop lines must have an early release green light for cycles to ensure less experienced cyclists can easily traverse the junctions.

The junction next to Surrey Quays station's entrance should allow for cycles to turn from the cycleway from either direction into the segregated cycle track at the top of Hawkstone Road.

The current bus access into the car park of Surrey Quays Shopping Centre should be maintained for cycles only to allow for direct access to the busy amenities in the shopping centre and at Canada Water station, such as the Decathlon sporting goods store. It is annoying and unnecessary to route cyclists the long way around via Plough Way and through time-consuming traffic lights when this solution is easy and possible.

Cycle access from cycleway 4 to Cope Road and the shops on the western side of Lower Road should be maintained, with the pedestrian crossing north of the bus stops made a toucan crossing for this purpose.

At the MAJOR Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided with separate cycle signals and a waiting pocket, similarly to the junction of Lower Road and Surrey Quays Road. A shared space and toucan crossing solution is simply inappropriate at a junction this busy.

The advanced stop line at the end of Bestwood Street should definitely incorporate an early release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerblane separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged

by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.

The cycle route from Oldfield Grove MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route. Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained.

Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.

I strongly support the increased provision of protected cycle lanes.

I am concerned that new parking spaces are being provided - these should be minimised or for deliveries/disables only.

I am concerned that cycle advance stop boxes are being provided where there are no protections for cyclists before or after the junction.

I would strongly support a reduced speed limit of 20mph, more pedestrian space and more green space.

We ask that where possible build outs provide cycle parking. Crossings of smaller side roads should be blended junction and 2 stage right turns for people cycling should be provided at every junction where there is not a dedicated cycle lane.

In some places the cycle track width is inadequate, e.g. 2.8m past Surrey Quays Station. If more space can't be found then very careful attention is needed for the type of segregation, laying of kerbs (e.g. asphalt flush with diagonal edge of splayed kerb) etc. to maximise effective width. Otherwise this will quickly become a bottleneck.

The implementation of Cycleway 4 is welcome, as it provides safe, dedicated infrastructure for cyclists. The improvements to bus journey times are also welcome. It is, however, disappointing that cycle journey times are only marginally improved, with some journey times reducing. The cycle lane also seems more geared towards commuters rather than Rotherhithe residents.

How does the movement plan improve pedestrian journeys? Better connected routes? Clearer routes? It does not improve the poor pedestrian crossing facility from Lower road/Surrey Quays Road across to the park/Gomm Road, which has to be done in three stages, and still will be in future.

How does the plan address road safety record and reduce injury collisions? Not really clear what measures are proposed to improve road safety other than replacement of zebras around Lower Road with traffic signals. Signals mean pedestrians lose a degree of priority over zebras - will have to wait longer to cross.

For general traffic, there is a clear contradiction between Southwark's 'Movement Plan' objectives to "improve road safety, reduce traffic and congestion, improve air quality" when there are modelled increases in journey times/congestion and queue lengths in the tables and simulation videos on and off the Lower Road corridor.

There are alarming queues in the simulation video in the AM along Salter Road/Redriff Road towards Lower Road? Are these accurate? If so, why do they not appear in the 'journey time' tables so we're clear what the delay will be?

Why the need for signalised junctions to replace the two roundabouts planned at Surrey Quays Road/Redriff Road and Redriff Road/Quebec Way - these junctions do not have a poor safety record. Will result in delays to journey times for all road users including buses and cycles. They are not shown on the micro-simulation videos either (still show roundabouts), why not?

Will Deal Porter's Way be severed as a through route to stop rat-running traffic avoiding the delays on Lower Road from the bus/cycle only section?

What monitoring/review of built scheme is proposed?

Fundamentally, there will still be significant traffic congestion, making it unlikely to reduce air pollution. This is particularly disappointing given that Rotherhithe Primary School already experiences illegal levels of air pollution (<https://www.southwarknews.co.uk/news/rotherhithe-primary-pollution-geese-green/>).

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Speed should be limited to 20mph throughout for safety.

All advanced cycle stop boxes should have a cycle feeder lane of at least 20m to allow riders to access the stop box.

Add trees to replace any removed to ensure tree neutral or tree positive.

Add significant cycle parking especially in shopping areas.

I am broadly supportive but the Trundley's Road traffic island at its junction with Bestwood Street / Bush Road must be retained for pedestrian safety.

Opposed to junction improvements

The idea of making all roads two-way is a terrible, terrible mistake.

The software used for simulating traffic has fatal flaws: there are cars running over bicycles and tons of accidents happening. It should have never been used to inform such an important proposal.

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

Ensure adequate bike parking near superhighway and Lower Road retail.

Current layout has too many give ways/merging roads and crossing at dangerous points such as on corners which are pretty hazardous - proposals eliminate these and far more logical.

Having lived in London 34 years, I can count on one hand the road changes that have been positive. They were all decades ago. I strongly oppose changes TfL allow or suggest today as, TfL consistently ruin the roads, increase traffic and make travelling a nightmare.

TfL consistently waste tax payers money, begin new projects before completing others. Narrow roads, shackle them with unnecessary traffic lights and introduce insane junction systems that create traffic jams the previous road layout didn't have.

It is clear TfL have a department that have to justify its existence by continuously coming up with new areas of London to ruin, I'd suggest that department was disbanded for the sake of London. I've had enough of TfL destroying the city I love.

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled.

It will be a very inconvenient system and reduce my appetite to visit the area for business.
I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road.
No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

Southwark council will create chaos with this hare-brained idea. If Southwark council think bus journeys will be quicker dream on.

Improved public transport (reliability, more & direct routes, accessibility, overcrowding)

Comments and or suggestions

Believes that scheme will have a positive impact on public transport

These represent significant improvements to the travel infrastructure - for pedestrians and cyclists, as well as improving access to Surrey Quays station. The physical changes will work best if the softer elements (e.g. flow timings) also put pedestrians and cyclists ahead of making it less congested for motor vehicles.

Great proposal - this will enable a lot of people to cycle all the way to Lancaster gate from Greenwich - a lot of pressure on the tube, bus, and road will be reduced.

Looks as though they should improve air quality and quality of life for residents as well as improve cycle and public transport

Will make the area safer and more pleasant for residents and businesses. Excellent cycling facilities and improvements for buses.

Pedestrians, cyclists and public transport MUST be the overriding priority in every case.

I think these proposals are inspired and incredibly forward-thinking. Should be a model for the rest of London, if not the country. Putting pedestrians, public transport users and cyclists first makes for a much happier and healthier population even if there is some short-term frustration from some motorists.

As an ex London Taxi driver I used all these streets every working day. I'm also a cyclist so I view these proposals with a very experienced eye. I can see both sides of the coin.
These proposals should be applauded as they are well thought out and contain some extremely good safety features for our most vulnerable road users.

It's refreshing to see plans of this high standard that takes into account people on foot, on cycles and wheelchair users. For too long we have had planning that lets the car dominate which kills community space. This scheme could well have the potential to make people stop a bit longer to do their shopping, stop for a coffee and most importantly breathe new life into the area.

It will slow down traffic, that's obvious, but they used the same technique in Holland. If we can make the car an unattractive option then people will use public transport more and cycle more due to this excellent infrastructure.

This scheme is excellent.

Lower Road is not a very nice place right now. Cars go far too fast along the one-way system, it's horrible for cyclists, and the bus going into the city takes ages due to the ridiculous one-way system. More green space, a two-way system, and a continuation of CS4. How could anyone other than a ridiculous nimby not support this proposal?

I think these are brilliant. A 2 way cycleway will make me feel much safer, buses will travel more quickly as well.

The no turning onto lower road is really important to keep the cycleway intact.

London needs to make roads safer for cyclists by keeping them separate from vehicles as much as possible. I think car traffic should be reduced in London as much as possible in favour of public transport, cyclists and pedestrians with allowance for delivery vehicles needed for shops (perhaps a certain time of day for delivery vehicles).

Proposal shows massive improvement for walking and cycling. Excellent new crossings, street will become more attractive and shops will have more costumers. Better access to public transport (although surrey quays station will be too small soon) Health benefits for people living in the area. Hopefully also less potholes on the roads.

A very good solution to a difficult problem. Removing the gyratory is worthwhile in itself. Providing good routes for cyclists and buses is quite an achievement. Although there will be complaints, the scheme is sparing in the reduction in parking, allows for loading and unloading, and will have only a

small effect on peak motor traffic capacity.

Believes that bus lane will have a negative impact on travel times

Though I agree changes are needed, the reason to choose oppose is because I feel overwhelmed with the amount of changes introduced at once.

I feel some of the changes in the proposal such as the no traffic through surrey quays (lower road) is quite extreme. I also questions some of the approach to no turns options or maintaining two lanes near the leisure centre.

Having spoken to many people and attended two of the drop in sessions, I feel as confused as I was at the beginning of the consultation.

My main concern is that by losing precious bus lanes, we'll be stuck on the bus in traffic for hours.

While I fully support the protected bicycle lane, allowing to turn Lower Rd past Surrey quays and up to Evelyn Street, Bestwood Street, Bush Road, and Rotherhithe Old Road into double lane road, will have the negative effect of: (i) increase traffic and queues, with cars queuing outside houses guaranteed 24/7; (ii) bus reliability will get even worse, and queues will increase; (iii) useful parking spaces will be eliminated and (iv) air quality will get even worse; and (v) so will me and my neighbours physical and mental wellbeing to live without queuing cars outside our windows every day.

Please keep those roads one way only, with protected bicycle lane on lower road. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses with no difficulty. Queues will be less likely, bus reliability won't suffer, nor will air quality and useful parking spaces will be saved.

We have concerns at the loss of the current bus land and some road space which could have a significant impact on our ability to provide a regular bus service to the customers.

I welcome replacing the inefficient one-way system but I am very concerned that your plans will massively, and needlessly, increase congestion and make car and bus journey's longer. There seems to be an unwarranted emphasis on adding cycle paths at the expense of busses and cars, when there are many more bus and car users than cyclists and I think ultimately will not help the cyclists either if everything is turned into a log jam.

I oppose all removal of bus lanes for this reason.

I also very strongly oppose the small bus and cycle only section on lower road. This will create havoc as motorists use the (now much narrower and 2 way roads with many more lights) to circumvent this small area. It also greatly reduces access to the shopping centre with surely a big knock on effect to demand for access at the North entrance near Canada Water station, which has much more pedestrian footfall. I seriously think you should reconsider blocking this small but critical section to motoring.

Traffic is already quite bad in this area due to demand for the shopping centre and the Rotherhithe tunnel. It is not unusual to find the area gridlocked even at 2 or 3pm on a weekday, for no apparent reason. I've found myself waiting over an hour on a bus for it to clear many times. The hope would be that a 2-way system would relieve this issues but with your current proposals I am very worried it will make it even worse.

Other Concerns

While it is true that traffic will be slowed down by these proposals, I believe that the problems will simply be displaced. traffic will be coming from more directions, with the potential for confusion. Also from experience in other areas, traffic is likely to slow to a crawl, increasing pollution in the streets concerned. As I mention earlier, this scheme will benefit the fit and able, and disadvantage those with mobility issues.

I don't believe that you will stop the scheme because of this view, but I do ask that taxis are permitted access through the bus and cycle lane on Lower Road to mitigate this.

Southwark is so far out of touch with residents:

- you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time
- you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens
- you overlook the need for a reliable bus service why not one on a loop around the peninsula?

Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination

- finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red

when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at c60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.

These proposals will not increase traffic flow nor bus journey times. Both will be adversely impacted.

The overall changes are focused on the immediate Lower Road area, but the traffic modelling videos implies long queues of traffic stretching all the way along Redriff Road towards Salter Road, an area which is currently relatively free of traffic.

The table of bus journey changes are all modelled on Lower Road but do not take into account the increased length of journeys by bus from the Rotherhithe Peninsula to Canada Water station if they are stuck in increased traffic on Redriff Road/Salter Road.

You are not considering the wider knock-on effects of traffic displaced or held elsewhere by these changes and shifting the traffic problem elsewhere.

little consideration has been given to those that live in the local area for example those who drive down plough way and live there - some cycle routes seem like a tick in the box exercise for example redriff road/ salter road way - you haven't addressed the bus routes ie the 199 which is critical - locals shouldn't be penalised which they are at the moment as access is going to be blocked so increase in travel times, cost and environmental impact

Less congestion - Improved traffic flow

Comments and or suggestions

Belief that scheme will positively impact congestion

Thanks for the much-needed work on this, which will hopefully improve traffic flow and reduce air pollution.

Some provision for charging of electric vehicles along the route would provide much needed infrastructure to encourage residents and commercial businesses to invest in electric or plug-in hybrid vehicles.

The segregated cycle lanes are very welcome, and appear to be designed well. I have a few minor concerns about how intuitive the new road layout will be to drivers as commented in the previous sections, but overall I think the flow of traffic will be improved.

We desperately need these changes. I cycle that route daily and it is dangerous. Drivers are very impatient and get aggressive in the rush hours down to congestion. HGV's use this route also and the streets are just too narrow for them to take evthing into consideration before manoeuvring. Separating cyclists and cars will increase safety and make the journey more enjoyable, this will encourage people to get out of cars and get on bikes reducing congestion.

Great proposal - this will enable a lot of people to cycle all the way to Lancaster gate from Greenwich - a lot of pressure on the tube, bus, and road will be reduced.

As a citizen, I want safer mobility, better air quality, less noise and traffic. These proposals will make Rotherhithe better!

According to the planning map there is a goal of improving both the security of the cyclists and the conditions of the roads` ways. This would be a good thing to ease the traffic and avoid traffic congestions.

As an ex London Taxi driver I used all these streets every working day. I'm also a cyclist so I view these proposals with a very experienced eye. I can see both sides of the coin.

These proposals should be applauded as they are well thought out and contain some extremely good safety features for our most vulnerable road users.

It's refreshing to see plans of this high standard that takes into account people on foot, on cycles and wheelchair users. For too long we have had planning that lets the car dominate which kills community space. This scheme could well have the potential to make people stop a bit longer to do their shopping, stop for a coffee and most importantly breathe new life into the area.

It will slow down traffic, that's obvious, but they used the same technique in Holland. If we can make the car an unattractive option then people will use public transport more and cycle more due to this excellent infrastructure.

This scheme is excellent.

I really appreciate all the work that has been done in developing these proposed routes for both cyclists and cars alike, improving traffic flow and road user experience in the process.

From the perspective as a regular cyclist, having utilised the cycling networks throughout London, any extensions/ongoing improvements are of significant benefit to the environment and to people's health. However, I would also add that the destinations themselves between these improved connections need to be addressed:

For one, the Southwark Park Athletics track redevelopment has not yielded benefits for anyone other than a handful of dedicated athletes. My dad walks through that park every day on his way to The Blue and has hardly seen any life on that track, bar the occasional school sports day, and in 30 years it will look the same as it did before with lychee on the outside sections of the track through lack of usage.

Improving connections from Canada Water station towards Southwark Park are also wonderful but I think of what my dad also says, allowing the lido to fall into disrepair - to the point of dereliction and then ultimate demolition was a grave error.

Anyone going to Brockwell Park can see what an error of judgement getting rid of the Southwark Lido was. Could not a large, child-friendly and shallow version with water jets be proposed (similar to at Battersea Park) so that parents without a lot of money (or time to get to the seaside) can get some much-deserved respite from the heatwave. This would ultimately get many people walking towards the park along these proposed improved connections, using the new coffee shop on the lake to boot. Furthermore, I was really disappointed that the Brunel Bridge proposed from Rotherhithe to Canary Wharf has not been given the green light - this would ultimately have got many more people (other than those just resident on the Rotherhithe peninsula) utilising the new proposed cycle routes. This would have slashed pedestrian and cycle journey times from destinations to the North/South/East/West on one of the more meandering sections along the Thames, indeed the most so in central London.

From the perspective as a resident, living near the speed camera on Redriff road, I'm not sure what can really be done about speeding cars/bikes along Redriff/Salter Roads. Cars and Motorcycles regularly manipulate the speed camera by speeding up to it, breaking hard then ultimately flooring their accelerator away again.

There is also a problem of cars parked on the grass verge by the new Nisa store on the corner of Quebec way and the ongoing saga of parking alongside Peter Hills school since all the new flats were built by the old Fisher Athletic pitch without adequate parking provision.

please make the road safer for vulnerable road users and residents.

reduce pollution and congestion by reducing motor vehicles.

install segregated infrastructure

These plans look like they will help cycle safety in the area as well as better traffic flow

Belief that scheme will negatively impact congestion

Why are you he'll bent on bringing London to a standstill, is it to force them into TfL's transport system?

Will mad traffic and air pollution much worse

Not everyone uses cycles and buses ,the area only gets congested due to too many buses stop interfering with traffic flow

As with all the other schemes, all they do is create more congestion which in turn create much more poisonous emissions 90% of motorists in London ARE working vehicles

Another foolish plan that will upset residents and visitors alike but keep the small Minority of cyclists happy as they only use the roads in rust hours and the rest of us will be stuck in traffic 24/7

Stupid, ridiculous scheme that will cause massive problems for traffic, all for non-existent cyclists for the vast amount of time

Overall i think it has been ill thought through. It does not meet your objectives, is likely to have a significant impact on residents, specifically the elderly or those with disabilities, is likely to increase road traffic, congestion and result in poorer air quality and a significant impact on residents health (which should surely be at the forefront of your mind).

Finally, as a resident I was appalled to find out about this from my neighbour. Fortunately, she has received a letter from Southwark, however i was not given the same courtesy and have received no correspondence from the council. I therefore wonder how many other residents have not been informed or allowed to comment, thereby making this a null and void consultation? I do question whether you are upholding your statutory requirement in holding this consultation without informing residents, and would ponder the result of a subsequent judicial review.

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

Enough with the "improvements " . We all see Elephant and Castle , Old Street, Highbury Corner, Victoria Embankment, Lancaster Gate , Hyde Park... stop creating congestion.

You incompetent fools are ruining London with your congestion causing schemes.

These proposals will cause more congestion. As we have seen with all previous improvements (e.g. Old Street roundabout).

Wherever councils have put these schemes in air quality has worsened traffic becomes unbearable(embankment, Highbury corner,Bayswater,old st,Southwark bridge, Blackfriars rd and bridge, Southwark st into Stamford st) it ruins local business' Artist impressions no way reflect the reality of these madcap schemes

While it is true that traffic will be slowed down by these proposals, I believe that the problems will simply be displaced. traffic will be coming from more directions, with the potential for confusion. Also from experience in other areas, traffic is likely to slow to a crawl, increasing pollution in the streets concerned. As I mention earlier, this scheme will benefit the fit and able, and disadvantage those with mobility issues.

I don't believe that you will stop the scheme because of this view, but I do ask that taxis are permitted access through the bus and cycle lane on Lower Road to mitigate this.

The idea of making all roads two-way is a terrible, terrible mistake.

The software used for simulating traffic has fatal flaws: there are cars running over bicycles and tons of accidents happening. It should have never been used to inform such an important proposal.

The proposal moves traffic from lightly jammed Lower Road into heavily jammed Bush Road.

The plan is creating 5 additional junctions that will destroy the flow of traffic and create traffic jams that will result in increased level of noise and pollution. Changing one-way traffic organisation to two-way is an obvious mistake. This will only result in heavy congestion due to creation of now non-existent junctions. One way streets do not require junctions, while two-way streets do require them.

Adding a cycle lane to Lower Road but keeping it one-way only is a much better and the only viable solution!

The area is a joke as it is if you do these changes it will become worse when the tunnels are closed shops will shut because no one can get to them and you are wasting good tax payers money to make more pollution when the whole area is going to be gridlock like the rest of London when you have changed things

Will make the traffic worse

Will make pollution worse.

Gives you a great excuse when you realise that the scheme has failed to say the(manufactured) traffic is so bad we will just ban all motor vehicles

As a taxi driver I know the importance of being able to have access to London's roads. It letting taxis through lower road could be damaging to local businesses and very difficult for disabled people. I also feel that the roads don't have the space for the cycle lane and will cause loads more traffic, especially around the already congested tunnel area. I also believe the lanes will be empty all day as I drive through this area a lot and you only get cyclists in the morning and evening rush hour.

Having lived in London 34 years, I can count on one hand the road changes that have been positive.

They were all decades ago. I strongly oppose changes TfL allow or suggest today as, TfL consistently ruin the roads, increase traffic and make travelling a nightmare.

TfL consistently waste tax payers money, begin new projects before completing others. Narrow roads, shackle them with unnecessary traffic lights and introduce insane junction systems that create traffic jams the previous road layout didn't have.

It is clear TfL have a department that have to justify its existence by continuously coming up with new areas of London to ruin, I'd suggest that department was disbanded for the sake of London. I've had enough of TfL destroying the city I love.

I feel that, whilst this proposal will improve cycling in the area - it will cause massive congestion for motorists, many of whom are not local residents but people from other areas commuting to and from the Rotherhithe Tunnel. This will mean increased traffic for people who live and work on the Rotherhithe peninsula - particularly those who commute by bus, such as myself. This will make it much harder for me to access Surrey Quays Shopping Centre, somewhere I visit multiple times a week to do

my shopping, as well as lengthening my journey due to the excess traffic.
Whatever conversation you & TFL have are all corrupt. The area is congested anyway & you idiots want to make it worst!! I do not support any changes you want to implement anywhere as you have ruined London.
As I have stated previously. One way systems work to keep foe of traffic moving. Make whole area 20mph using average speed cameras. Thus still holding on to large 2+bus lanes keeping commuters from the South East of England flowing through. They aren't going to stop coming through they will just be gridlocked like similar schemes in London reducing air quality and ability for local residents to move around. Look at other boroughs failures before joining their club. Learn from what restricting traffic flow does to air quality. Whilst still developing a segregated cycle lanes for cycle commuters. We all need to get through Rotherhithe. Try to make it fairer for all. Not just the 3% of cyclists. Causing 100% of local residents to be in gridlocked traffic.
If Lower rd was two way all the way it would improve traffic flow and reduce vehicle emissions the proposal as it is will cause more traffic in the area and increase emissions
While I fully support the protected bicycle lane, allowing to turn Lower Rd past Surrey quays and up to Evelyn Street, Bestwood Street, Bush Road, and Rotherhithe Old Road into double lane road, will have the negative effect of: (i) increase traffic and queues, with cars queuing outside houses guaranteed 24/7; (ii) bus reliability will get even worse, and queues will increase; (iii) useful parking spaces will be eliminated and (iv) air quality will get even worse; and (v) so will me and my neighbours physical and mental wellbeing to live without queuing cars outside our windows every day. Please keep those roads one way only, with protected bicycle lane on lower road. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses with no difficulty. Queues will be less likely, bus reliability won't suffer, nor will air quality and useful parking spaces will be saved.
This is just going to cause serious congestion in the whole area
Will cause traffic hell
Every road in London that has Cycle lanes , has created traffic jams so bad it has a detrimental effect on people's health and is bad for industry .
It will just make the area more congested . Black taxis should be able to go where buses go.
Ruining the lives of people who live and work in the area by creating traffic chaos. Will ruin the businesses in and around the area including surrey quays shopping centre
This will only cause more congestion and pollution
Increased congestion & pollution in what is another ill thought-out idea.
It will increase traffic and pollution, also makes it harder for disabled people who rely on taxis increasing the fare
I reiterate points made on the stretch north of Surrey Quays station. The core of the problem is the plan to restrict a stretch of Lower Road, between Surrey Quays Station and the junction with Redriff Road, to buses and cycles only. This can only cause immense problems in the area. It would drive most of the traffic into a series of junctions around Rotherhithe Old Road, Rotherhithe New Road, Bush Road and Bestwood Street. This is likely to slow the traffic further in an area that can already become very congested, threatening more frequent gridlocks and difficulties for the residents in the area. I am aware that this is being done largely to facilitate the creation of a cycle lane along Lower Road, but the costs to the community and the travelling public from this are going too far outweigh the benefits. Also, it is likely to sharply increase the traffic volumes around the Rotherhithe Peninsula. A lot of vehicles will try to dodge the worst of the congestion by taking this route, and any travelling westwards along Lower Road and missing the turn at Rotherhithe New Road will have no alternative but to turn right into Redriff Road. This would cause severe problems on the peninsula, with long tailbacks at the junctions at Surrey Quays and the Rotherhithe Tunnel, and effectively spoil what is currently one of the few low traffic areas in London. I'm aware that TfL claims its computer modelling says there would not be a lot more traffic around the peninsula, but past experience of when there have been roadworks on Lower Road have proved this is not the case; a lot of vehicles will take that route. And it seems counter-productive, environmentally and in the disruption caused to traffic, to add to the length of journeys on the route past Rotherhithe.
It would appear less intrusive works could be undertaken to improve cycling and walking in the current highway network. It's not clear how this fully meets the wider agenda of greener smarter travel. It

would seem traffic flows are more disrupted and air pollution will be worse.
Sick and tired of changes being made for cyclist at the penalty of the driver. The roads should be improved FOR DRIVERS as a paramount. All of the changes proposed here will make traffic worse for card users.
Because it's going to cause congestion in the area thus causing pollution and make it harder for some people to get to work which causes stress and also it's seems to me that taxis aren't being given access to these bus lanes so disregarding disabled people whom taxis could be there only mode of transport and in TfL's strategy they shouldn't be causing disabled people journeys to cost more or take longer time than necessary
Concerned about parking in the Lower road and Croft street areas as well as the potential speed and frequency of traffic on that section
The proposal seem to introduce even more flow constraints for cars and motorbikes which will lead to more pollution. The reduction in spots where car can park does not seem to be taken into account.
These proposals will not increase traffic flow nor bus journey times. Both will be adversely impacted.
I strongly oppose the plans around my street (Chilton Grove) as it will not benefit residents who live here; this is detailed in the comments on that section. I think air quality and safety are the most important factors here. I would like to see more trees planted where possible along these roads, and I feel that Lower Road is a dangerous road due to the speed that motorists drive down it so I think increased deterrents are needed in the design. I think the number of junctions that are being closed off will create a lot of bottlenecks and traffic (and therefore increased exhaust fumes).
The impact on local residents are very much a detriment in respect of their health and ease to move around. No direct access to the cycle way, significant increase in air pollution putting residents at risk of sickness AND DEATH, no direct access from estates to local buses causing them to cross major roads and in some circumstances in affect causing them to be housebound. The proposals do not take into account proposed new builds around the one way system at Oldfield Grove, Bush Road, Rotherhithe New Road as well as the vast new builds in Lewisham and Canada Water Master plan. Your counter argument suggests there will be no parking however this will merely increase the use of delivery vehicles for food and white goods increasing congestion further. This will be death trap in respect of lay out as well as air pollution
This part of London works to link up south east London with central London very well and slowing the flow of traffic will lead to more pollution and affect people's home life's terribly .
This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.
All of my experience of the cycle lanes already in London are unpleasant. They are unregulated and one is basically at the mercy of the MAMIL who are often foul mouthed and misogynist. I cannot see how any of these proposals are going to ease traffic in the area and lessen pollution. for local residents congestion will be worse, pollution higher with unregulated cyclists domineering. I also feel for hard working people trying to go about their business if that business demands a car/van. I have not spoken to one cabbie/local person who thinks this is a good idea. I live, teach and cycle in the area so I really know.
Will increase traffic levels
All this looks good on paper but in reality it will lead to more congestion and delay travelling time.
Far too complicated and would make traffic even more clogged up. Does not explain how busses would operate.
Though I agree changes are needed, the reason to choose oppose is because I feel overwhelmed with the amount of changes introduced at once.

I feel some of the changes in the proposal such as the no traffic through surrey quays (lower road) is quite extreme. I also questions some of the approach to no turns options or maintaining two lanes near the leisure centre.

Having spoken to many people and attended two of the drop in sessions, I feel as confused as I was at the beginning of the consultation.

My main concern is that by losing precious bus lanes, we'll be stuck on the bus in traffic for hours.

Suggestions to improve congestion

Some parts of the Greenwich to London Bridge get very congested, yet after the major junction at Deptford the traffic suddenly disappears. I'm not sure if this is down to a set of pedestrian lights after the junction. If this could be looked at it would make drivers less stressed too.

The move to more safe segregated cycleways is seriously positive.

The quality car, van lorry and motorbike driving in the area is still very poor and speeding is regular occurrence with little policing or cameras. The cycleways will improve safety and also regulate the existing traffic. With this, an improvement in air quality, traffic calming and general amenity in the area will improve.

I strongly support the improved cycling provision through the area, which is heavily-used by cyclists from Greenwich to Central London.

However, you need to give more thought to vehicle routing from Plough Way to Tesco. I live on Plough Way, and drive my car to Tesco Extra in Surrey Quays once a week. Once Lower Road is operating in two directions, the best route would be to turn right out of Plough Way onto Lower Road, and proceed to Tesco. Coming home, I would turn left from Lower Road into Plough Way. As these plans stand, both of those turns are banned. I'm still trying to figure out what the legal option would be, but I think it is to go straight on from Plough Way, around the far side of Surrey Quays station, straight on to Seven Islands Leisure Centre, turn right and then drive the full length of the Surrey Quays Shopping Centre car park to get to Tesco. Going home I would have to follow the same route in reverse, because going out of the normal exit from Tesco would force me onto Lower Road and straight on past Plough Way. This would add an extra 1km onto the drive each way (I've just measured it on Google Maps), and increase the congestion and pollution on my extended diversion. Please can you find an alternative? For example, opening the emergency access gate at the end of Rope Street would mean I could avoid Lower Road altogether and get through to Salter Road that way.

Pandering to cyclists and creating further traffic chaos will not help the area. Assuming that current works at Rotherhithe Tunnel Entrance eases congestion, then peak time issues and remediation could be explored. Closing Lower Road to through traffic is also a considerable hinderance to local traffic and will create two log jams through narrower streets instead of the present 2-3 lane 1-way system.

Making lower road two-way working is a great idea, the one way system in the area is not effective and contributes to delayed journeys and congestion in the area. There are details of the plan which seem to be counter-intuitive and a number of sections which should certainly remain open. Making a section of lower road two way for only bus and cycles is a disaster. Better the entire initiative was scraped than that happen.

For some misguided reason you think more cycle lanes and narrower roads will improve traffic flow and mean less pollution, but you couldn't be more wrong.

More cycle lanes does not mean more cyclists using them... you will still have the same number of cyclists and the same number of motorists as there are now... but narrower roads will mean more traffic build up and more pollution, and after the evening rush hour the cycle lanes will be empty and unused but the roads will still be congested due to the narrowed roads that you suggest will be an improvement.

The whole principle of trying to reduce traffic on Lower Road is understood and accepted, but it will be at the expense of other roads such as Hawkstone Road which will have to take much more traffic. In addition, as buses and cycles will still be going down Lower Road, the benefit to pedestrians on Lower Road will be minimal.

I have real concern about decisions that drivers will have to make in coming from the east from Deptford in having to make a decision well before Lower Road starts to not go onto the Rotherhithe Peninsula. This at least initially will cause confusion and more traffic around Canada Water.

Terrible idea for local residents. Surely there will be more traffic problems. Our estate road is sometimes used as a cut through when traffic is bad now. With 2 way traffic and 2 entrances it's going to cause problems on the one road. Good luck if 2 cars meet they won't be able to go anywhere.

I welcome replacing the inefficient one-way system but I am very concerned that your plans will massively, and needlessly, increase congestion and make car and bus journey's longer. There seems to be an unwarranted emphasis on adding cycle paths at the expense of busses and cars, when there are many more bus and car users than cyclists and I think ultimately will not help the cyclists either if everything is turned into a log jam.

I oppose all removal of bus lanes for this reason.

I also very strongly oppose the small bus and cycle only section on lower road. This will create havoc as motorists use the (now much narrower and 2 way roads with many more lights) to circumvent this small area. It also greatly reduces access to the shopping centre with surely a big knock on effect to demand for access at the North entrance near Canada Water station, which has much more pedestrian footfall. I seriously think you should reconsider blocking this small but critical section to motoring.

Traffic is already quite bad in this area due to demand for the shopping centre and the Rotherhithe tunnel. It is not unusual to find the area gridlocked even at 2 or 3pm on a weekday, for no apparent reason. I've found myself waiting over an hour on a bus for it to clear many times. The hope would be that a 2-way system would relieve this issues but with your current proposals I am very worried it will make it even worse.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey especially at rush hour for local residents.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which due to points already mentioned will have significantly more traffic on it adding to the journey times. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway without traffic lights to help.

3) CAR ACCESS – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic is a good idea, I can see a simple journey to Tesco's 1k away taking well over 25 mins. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitate these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists.

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

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blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus/cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

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The overall changes are focused on the immediate Lower Road area, but the traffic modelling videos implies long queues of traffic stretching all the way along Redriff Road towards Salter Road, an area which is currently relatively free of traffic.

The table of bus journey changes are all modelled on Lower Road but do not take into account the increased length of journeys by bus from the Rotherhithe Peninsula to Canada Water station if they are stuck in increased traffic on Redriff Road/Salter Road.

You are not considering the wider knock-on effects of traffic displaced or held elsewhere by these changes and shifting the traffic problem elsewhere.

In overview we see the proposals as making unnecessarily fundamental changes which will have a significantly detrimental impact to the quality of life to the local community.

We feel that the proposals would cause the quality of our day to day life to diminish significantly, especially in the context of my partners disability.

We also see the proposals will add to noise and air pollution in the area and feel that a two way system is most likely to increase congestion. We see current levels of congestion often manifest into aggressive vehicle and cyclist behaviour. So would therefore anticipate an increase in such behaviour arising from the proposals.

We do understand that in the light of the current situation and the scale of development taking place in the area that the traffic plan needs to be reviewed. Our suggestions would be that Lower Road be kept one way single lane and that room is retained for bus/cycle lane and also parking.

I strongly support a new cycle route for the area.

However I strongly oppose a plan which increases vehicle congestion. This will affect air quality and therefore the health of local people and travellers.

It should be made possible for vehicles to travel as quickly and safely as possible from Rotherhithe roundabout to Deptford. I think the main Road should be open to two way traffic all the way. If necessary the cycle route could be diverted rather than the vehicle route. We already suffer from regular severe traffic congestion around the one way system.

Also I would like to know how a vehicle can travel from Redriff Road to Plough way simply please?

Section 7/8 is the only section where residents parking is removed and which affect the residents directly.

Pollution / Traffic / roads becoming more dangerous and heavy traffic will have an effect on the period houses in the area and will affect families, children crossing roads, the care home and older people needing to use the road if a two way system is introduced.

The implementation of Cycleway 4 is welcome, as it provides safe, dedicated infrastructure for cyclists.

The improvements to bus journey times are also welcome. It is, however, disappointing that cycle journey times are only marginally improved, with some journey times reducing. The cycle lane also seems more geared towards commuters rather than Rotherhithe residents.

How does the movement plan improve pedestrian journeys? Better connected routes? Clearer routes? It does not improve the poor pedestrian crossing facility from Lower road/Surrey Quays Road across to the park/Gomm Road, which has to be done in three stages, and still will be in future.

How does the plan address road safety record and reduce injury collisions? Not really clear what measures are proposed to improve road safety other than replacement of zebras around Lower Road with traffic signals. Signals mean pedestrians lose a degree of priority over zebras - will have to wait longer to cross.

For general traffic, there is a clear contradiction between Southwark's 'Movement Plan' objectives to "improve road safety, reduce traffic and congestion, improve air quality" when there are modelled increases in journey times/congestion and queue lengths in the tables and simulation videos on and off the Lower Road corridor.

There are alarming queues in the simulation video in the AM along Salter Road/Redriff Road towards Lower Road? Are these accurate? If so, why do they not appear in the 'journey time' tables so we're clear what the delay will be?

Why the need for signalised junctions to replace the two roundabouts planned at Surrey Quays Road/Redriff Road and Redriff Road/Quebec Way - these junctions do not have a poor safety record. Will result in delays to journey times for all road users including buses and cycles. They are not shown on the micro-simulation videos either (still show roundabouts), why not?

Will Deal Porter's Way be severed as a through route to stop rat-running traffic avoiding the delays on Lower Road from the bus/cycle only section?

What monitoring/review of built scheme is proposed?

Fundamentally, there will still be significant traffic congestion, making it unlikely to reduce air pollution. This is particularly disappointing given that Rotherhithe Primary School already experiences illegal levels of air pollution (<https://www.southwarknews.co.uk/news/rotherhithe-primary-pollution-goose-green/>).

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More and safer cycle infrastructure/ routes
Comments and or suggestions
Supports current proposals
I'm happy there will be new safe cycling infrastructure. I am confident it will make our city cleaner, healthier and safer and get more people on their bikes. Connected network of safe cycling routes is essential for sustainable growth of our city.
More safe cycle routes please! Less motor cars please!
It's absolutely essential to connect up the segregated Cycleway 4 from Tower Bridge to Greenwich and this seems to do it well. I just hope there won't be a long period where this section remains the missing link.
We needed this years ago already! And we need this to go all the way to Woolwich at least.
Buses are so slow. If there was safe bike I would ride bike to work instead, much quicker
Main thing missing for me is facilities for commercial bins that are spread along the high street South of Surrey Quays station. Maybe group them together in a bin store somewhere. Right now they take up so much of the pavement, they smell and the actual pavement around them is covered with grease and grime. Not nice. Cycle provision greatly improved. I commute to and from Hackney each day and the final section close to my house near Lidl on Trundley's Road is without a doubt the worst section of the entire route. Cars go so fast down that round, and when you have to get in the right hand lane heading South before turning right towards Lidl is so dangerous. No wonder there was a death on that corner. Thanks
I have cycled in London for transport and pleasure for over 7 years in various parts of the city. As I've seen the infrastructure change hugely and things become safer for cyclist and people on foot it makes a massive difference to my safety, wellbeing and reduces traffic and improves air pollution. Any changes that encourage people to try and travel by bike or makes current cyclists feel safer is a huge plus
Southwark needs more schemes like this if it's serious about having declared a climate emergency. These are the types of cycle tracks that get new people cycling.
Recently had holiday in Holland. If they can cycle everywhere, why can't we?
Always felt too nervous to cycle, but would love to give it a go if there was a proper cycle path....
I fully support Cycleway 4 from Woolwich to London Bridge
I am a Southwark resident we have benefited from living near CS6, further cycle lanes will make Southwark a nicer place to live. 2-way streets are friendlier and are much better for pedestrians as well.
Southwark have done so little for cyclists over the 10 years I've been cycling here. This must go ahead, and many more similar schemes too.
these areas are difficult to cycle, I'd be very happy if we got some new cycle routes
Lower Road is not a very nice place right now. Cars go far too fast along the one-way system, it's horrible for cyclists, and the bus going into the city takes ages due to the ridiculous one-way system. More green space, a two-way system, and a continuation of CS4. How could anyone other than a ridiculous nimby not support this proposal?
Cycleway connecting up with nearby proposals makes senses. Road quality will need to be upgraded as part of this - Lower Road surface is currently very uneven, lots of potholes, etc. 5 sets of traffic lights on Lower Road between Redriff Road and Bestwood Street seems excessive. Lights proposed for next to Cope Street and Chilton Grove seem unnecessary.
I have very much enjoyed going out with the Cycling Without Age volunteers at Time and Talents. A new cycle path would certainly broaden our horizons!
Please start to make cycling safe for the next generation You have a long way to go. Please start now.
Protected bike lanes = essential to get more people on 2 wheels for everyday local journeys and commuting = essential to reduce air pollution, deaths and serious injuries on our roads, reduce the burden of inactivity diseases like obesity/heart & lung diseases, which are threatening to bankrupt our NHS. This really is life and death, please get it done ASAP
Currently I drive more than cycle, but that would be reversed if there were more cycle paths.

The cycleways are an essential piece of infrastructure. Makes a huge difference to local residents and commuters alike and should be prioritised.
Very good plans and ties with wider developments in cycle routes. Very supportive. Get the shovels out!
I strongly support the proposals on the basis of what they do for walking and cycling. It would be great to see more done in this regard; that includes not only building cycle lanes, widening pavements and improving pedestrian crossings, but also making driving less convenient.
The introduction of proper cycle lanes is well overdue and should help more people get moving on bikes.
More landscaping, better air quality, better pedestrian and cycling facilities. Drivers will not like this but it will be great for residents, pedestrians and cyclists! Get cracking please
More and safer cycle lanes encourage more people to cycle. We need to get more people cycling to reduce carbon emissions, air pollution and to encourage healthy lifestyles.
More safe and direct cycling infrastructure pls
A very good solution to a difficult problem. Removing the gyratory is worthwhile in itself. Providing good routes for cyclists and buses is quite an achievement. Although there will be complaints, the scheme is sparing in the reduction in parking, allows for loading and unloading, and will have only a small effect on peak motor traffic capacity.
There are lots of other dedicated routes for cyclists in other parts of London, but not in SE.
Suggestions to improve cycle connectivity in Rotherhithe and surrounding areas.
It's important to have this leg of CS4 completed. As an added bonus there is better pedestrian access to Southwark Park and connectivity to Surrey Quays Station for pedestrians. The collection of schemes being considered do omit the Northern part of the Rotherhithe Peninsula. This area also needs to benefit from improved cycling and walking options.
very important route which will add great value to the area and London as a whole. need to not ignore cycle provision on surrounding streets, so more work needed on those esp the junctions
On Lower Road, this is fantastic. Great high-quality infrastructure. (With the exception of the junction with Surrey Quays Road where the junction is in no way fit for pedestrians and looks like something from the 90s). With regards to the streets surrounding Surrey Quays, the attempt to remove the race-track-style gyratories is great, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Especially galling is the severance of the existing and established cycle route (425) from Oldfield Grove. This must be retained and a safe/segregated link from here to the cycleway on Lower Road be provided. Cycle routes like that on Lower Road cannot stand in isolation and must be woven into the existing cycle network to succeed in creating a city/neighbourhood where it's truly possible for all sections of society to travel by bike.
please link up to other cycle routes
I hope this is the first of many segregated cycle routes. Southwark has been dragging its heels over cyclists safety for too long.
The whole borough should be made much more cycle friendly.
Please connect it up to other cycle routes
A good start but so much more is needed. Go and visit Holland and see what CAN be done
I hope that, as the proposals develop, you will give further consideration to the needs of cyclists wanting to head to/from Peckham and New Cross, either looking to join/leave the main cycleways, or crossing them. It's good to see the proposals include some new landscaped areas. Please could you make them bird/pollinator-friendly?
Strongly support the separated cycle lane, although it would be good to extend it to Bush Road and Rotherhithe New Road
I support measures that will make this route safer for cycling. At present I have to avoid the area, which would otherwise be massively helpful for my trips. At present I have to use Quietway 1 to travel by bike to central London or travel via underground via Surrey Quays or Canada Water to visit the shopping centre.

I also need to travel occasionally to Wapping so want to see a safe route to the proposed bridge or other type of river crossing. This would offer an alternative to the Rotherhithe (motor) tunnel or Overground routes which I otherwise have to use.

Improve cycle parking facilities

We ask that where possible build outs provide cycle parking. Crossings of smaller side roads should be blended junction and 2 stage right turns for people cycling should be provided at every junction where there is not a dedicated cycle lane.

We ask that Southwark Council look at the width of the cycle tracks throughout the scheme and at the detailed design stage seek to increase their effective width, such as by using stepped segregation. The introduction of segregated cycle routes has rapidly unlocked massive suppressed demand for cycling and it is vital to design in capacity for continued growth. These routes will carry increasingly large numbers of people cycling and wide cycle tracks will ensure that the variety of people who use them will be able to do so in comfort and overtake each other. The space to widen the cycle tracks should be taken from general traffic lanes as we note that many in the proposals are still overly wide and reducing their width would help design in 20mph compliance.

Please note this response was also sent in via the highways email and I was advised to also fill out the form to make sure our support for the scheme was clear

We ask that where possible build outs provide cycle parking. Crossings of smaller side roads should be blended junction and 2 stage right turns for people cycling should be provided at every junction where there is not a dedicated cycle lane.

In some places the cycle track width is inadequate, e.g. 2.8m past Surrey Quays Station. If more space can't be found then very careful attention is needed for the type of segregation, laying of kerbs (e.g. asphalt flush with diagonal edge of splayed kerb) etc. to maximise effective width. Otherwise this will quickly become a bottleneck.

Speed should be limited to 20mph throughout for safety.

All advanced cycle stop boxes should have a cycle feeder lane of at least 20m to allow riders to access the stop box.

Add trees to replace any removed to ensure tree neutral or tree positive.

Add significant cycle parking especially in shopping areas.

Ensure adequate bike parking near superhighway and Lower Road retail.

Current layout has too many give ways/merging roads and crossing at dangerous points such as on corners which are pretty hazardous - proposals eliminate these and far more logical.

As a cyclist, pedestrian and car driver I agree with the changes. It appears that for someone using plough way the fact that lower road is now two way will not actually change anything as we will still need to do various extended routes around lower road to get into plough way. However, I am happy for this additional time in the car if it means we have a safe and segregated cycle way. Parts of the lower road route are some of the scariest to cycle along on my journey home and it will be much safer and will encourage more cycling to have these segregated routes. Thank you.

Please can you ensure there are enough new bike parking options on lower road as currently very limited spots along the road.

Improve cycle safety

The cycle route from Surrey Quays definitely requires safety improvements.

Selfishly, cycle safety is my concern for these proposals: I only pass through the area on my bike. However, the biggest risk when cycling through this area is the high density of pedestrians on the pavements, many of whom walk into the highways without looking for cyclists. Therefore, pedestrian safety goes hand in hand with cycle safety when it comes to these proposals. It really is very important that pedestrians know where they should be and where bikes should be, where is it safe for them to cross segregated cycle routes and where to look for cyclists travelling in both directions, with clear sight lines each way. Pedestrians also need plenty of options to safely cross the cycle route; if they have to walk too far, they will just cross wherever is most convenient to them.

Another risk when cycling on this route is cars parks in the highway to deliver/pick up goods from the businesses fronting the road. Again, it needs to be very clear to these drivers where it is and is not safe to stop in the vicinity of the segregated cycle routes. And they need many places where it is safe to stop, or they will just park wherever they please.

Lastly, this is a very highly used cycle route; the cycle highway will just increase this. It is vital that cycle infrastructure is sufficient for the number of cyclists that currently and that are forecast to use the

route. Otherwise, cyclists will just go back into the highway.
We will only have one opportunity to do this. So do it well!

Other suggestions

Overall these are very impressive with lots of priority given to walking, cycling and buses as it should be. I wish there could be more to reduce rat running through the residential areas as that would make it easier for children and families to get to the cycleway on their bikes.

We will need to see a proper plan for cycle parking at Surrey Quays. I imagine lots more people will want to cycle to the station now and there is nowhere near enough high quality cycle parking - can we have some sort of cycle store system where bikes are secured?

I really wish that Southwark would hurry up and build this high quality walking and cycling infrastructure, the cycleway 4 is already being built so we need to get a move on!

More safe cycleways please!

More road closures to reduce rat running on residential streets please!!!!

Motor traffic and congestion is killing the area. It is time to develop cleaner alternative and to encourage walking and cycling.

Expanding the Santander bike network to this public transport deprived area is key. What are we waiting for?

Please implement all of these (and please make some improvement to Oldfield Grove for cyclists).
Cyclists, pedestrians and the city need it!

In general:

- why can't you replace all trees you are removing?

- you adding more and more parking restrictions in the area. It's already hard enough to get to the minimal amount of shops in the area. This area is a very residential area, more like a suburb so every has cars. It's not typical of London at all.

Can you please consider bringing back the proposed bridge that was scrapped? My work is directly opposite this area on the river but to get there by bike, I'd have to cycle all the way into zone 1 and back out again, through all the pollution and more risk of accident.

The Docklands are a lovely residential area and there are never any issues with on street parking. A controlled parking zone is ridiculous.

There are never any issues parking on our street and I can't believe you are turning such a lovely, residential area of London into the a controlled parking zone that will completely ruin the street. Why can't you make all of the new builds provide parking in the building rather than the council paying to implement controlled parking everywhere. It's a waste of council money when the private builders can provide parking within the development.

The Docklands is a lovely peaceful area with no issues around parking. I lived in an area with controlled parking previously and it was a nightmare, especially when trying to get visitor permits and I could only obtain them from the council office in The Blue which was only open when I was at work and was nowhere near my home or workplace.

Please do not enforce restrictions in an area that doesn't need it. The Docklands are nowhere near the new Canada Water plan. Is it 100% certain that the Canada Water Plan will go ahead anyway? You've already scrapped the much needed bridge proposal that was needed so badly!

Have you walked around the Docklands to see how easy it is to park and how little cars there are? It feels like a money making scheme to me.

Aside from the Oldfield Grove (NCN 425) and lack of contra flow on Cope St. issues I support these proposals

I really appreciate all the work that has been done in developing these proposed routes for both cyclists and cars alike, improving traffic flow and road user experience in the process.

From the perspective as a regular cyclist, having utilised the cycling networks throughout London, any extensions/ongoing improvements are of significant benefit to the environment and to people's health. However, I would also add that the destinations themselves between these improved connections need to be addressed:

For one, the Southwark Park Athletics track redevelopment has not yielded benefits for anyone other than a handful of dedicated athletes. My dad walks through that park every day on his way to The Blue and has hardly seen any life on that track, bar the occasional school sports day, and in 30 years it will look the same as it did before with lychee on the outside sections of the track through lack of usage.

Improving connections from Canada Water station towards Southwark Park are also wonderful but I

think of what my dad also says, allowing the lido to fall into disrepair - to the point of dereliction and then ultimate demolition was a grave error.

Anyone going to Brockwell Park can see what an error of judgement getting rid of the Southwark Lido was. Could not a large, child-friendly and shallow version with water jets be proposed (similar to at Battersea Park) so that parents without a lot of money (or time to get to the seaside) can get some much-deserved respite from the heatwave. This would ultimately get many people walking towards the park along these proposed improved connections, using the new coffee shop on the lake to boot.

Furthermore, I was really disappointed that the Brunel Bridge proposed from Rotherhithe to Canary Wharf has not been given the green light - this would ultimately have got many more people (other than those just resident on the Rotherhithe peninsula) utilising the new proposed cycle routes. This would have slashed pedestrian and cycle journey times from destinations to the North/South/East/West on one of the more meandering sections along the Thames, indeed the most so in central London.

From the perspective as a resident, living near the speed camera on Redriff road, I'm not sure what can really be done about speeding cars/bikes along Redriff/Salter Roads. Cars and Motorcycles regularly manipulate the speed camera by speeding up to it, breaking hard then ultimately flooring their accelerator away again.

There is also a problem of cars parked on the grass verge by the new Nisa store on the corner of Quebec way and the ongoing saga of parking alongside Peter Hills school since all the new flats were built by the old Fisher Athletic pitch without adequate parking provision.

See previous comments.,

In particular regarding the cancelled walking / bike bridge across to canary wharf, This is a shame it's not included, it would be the best proposal for the area...

I only support, rather than strongly support, the proposals due to a few significant issues:

On Lower Road between Rotherhithe Roundabout and the edge of Southwark Park, it is too difficult for cyclists to cross between the cycleway and buildings and side streets on the opposite side of the main road. It would be better if pedestrian crossings on this section were modified to allow cycles to cross legally at the same time.

All junction approaches with advance cycle stop lines must have an early release green light for cycles to ensure less experienced cyclists can easily traverse the junctions.

The junction next to Surrey Quays station's entrance should allow for cycles to turn from the cycleway from either direction into the segregated cycle track at the top of Hawkstone Road.

The current bus access into the car park of Surrey Quays Shopping Centre should be maintained for cycles only to allow for direct access to the busy amenities in the shopping centre and at Canada Water station, such as the Decathlon sporting goods store. It is annoying and unnecessary to route cyclists the long way around via Plough Way and through time-consuming traffic lights when this solution is easy and possible.

Cycle access from cycleway 4 to Cope Road and the shops on the western side of Lower Road should be maintained, with the pedestrian crossing north of the bus stops made a toucan crossing for this purpose.

At the MAJOR Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided with separate cycle signals and a waiting pocket, similarly to the junction of Lower Road and Surrey Quays Road. A shared space and toucan crossing solution is simply inappropriate at a junction this busy.

The advanced stop line at the end of Bestwood Street should definitely incorporate an early release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerblin separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.

The cycle route from Oldfield Grove MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route.

Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained.

Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.

Noise reduction

Comments and or suggestions

As a citizen, I want safer mobility, better air quality, less noise and traffic. These proposals will make Rotherhithe better!

As a resident in the area with 3 children of Primary School age or younger, I support the creation of a safer environment for walking, cycling and daily life so that my family are not dominated by the noise, danger and emissions of motor vehicles. Additionally I would be more likely to use local businesses if we could cross Lower Rd safely and conveniently.

I can't see how the proposals will improve traffic movement. I also believe that residents living along the roads to be changed from 1 way to 2 way traffic will have to suffer twice as much noise, traffic fumes etc than they do now. I understand why traffic over the bridge needs to be restricted as the bridge cannot be widened but this is the main reason why I don't believe this scheme will work. As I live off Salter Road I am concerned that traffic will divert along Salter Road/Redriff Road to avoid going around the restrictions imposed over the bridge and I don't believe the computer modelling for these changes. Salter Road/Redriff Road are quiet roads at certain times of the day and cannot be described as 'busy' during 'rush-hour' periods and I believe this will change if this scheme is introduced.

This stretch desperately needs to be made safer for cyclists and pedestrians. The park would be lovely without the rumble of traffic and stink of exhaust fumes.

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

In overview we see the proposals as making unnecessarily fundamental changes which will have a significantly detrimental impact to the quality of life to the local community.

We feel that the proposals would cause the quality of our day to day life to diminish significantly, especially in the context of my partners disability.

We also see the proposals will add to noise and air pollution in the area and feel that a two way system is most likely to increase congestion. We see current levels of congestion often manifest into aggressive vehicle and cyclist behaviour. So would therefore anticipate an increase in such behaviour arising from the proposals.

We do understand that in the light of the current situation and the scale of development taking place in the area that the traffic plan needs to be reviewed. Our suggestions would be that Lower Road be kept one way single lane and that room is retained for bus/cycle lane and also parking.

Other

Comments and or suggestions

General opposition to two way working

I genuinely think that your proposals will lead to dangers to public health. I really do not understand the need to have a two way road going up Lower Road. I agree with the need for a dedicated cycle lane but fail to see the advantages of having two way traffic down an already busy road.

This is not environmentally friendly, nor sustainable development of the area. Frankly, this plan is ill-thought through and an embarrassment to the area. You are meant to serve your residents, not place them in more danger and speaking personally, this plan would impact severely on my health.

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything

should not happen
Definitely support the cycle highway, but not sure what adding two way traffic along Lower road really achieves. Current pinch point at Rotherhithe New Road into Rotherhithe Old Road ends up being moved to Rotherhithe New Road into Bush Road and Plough Way junction.
these proposals will strongly affect a road system that is already at breaking point. don't take more road space away from car users.
I need access to all London roads to carry out my job servicing the public
Although I strongly opposes your plans I am well aware that even if 100% of all respondents appose your plans you will still go ahead anyway.
<p>I wish there was more consideration of residential parking. Removing parking space will not make this are better, safer or cleaner. Residents do have cars and need appropriate parking space.</p> <p>Consideration to electric charging parking space would be very welcomed especially on Lower Road, Plough Way, Chilton Grove, Bush Road, Rotherhithe Old Road and Rotherhithe New Road.</p> <p>Bush Road should stay untouched, there is no benefit of two-way road in this particular area. Only pedestrian crossing is welcomed as well as extra parking space (residential parking).</p> <p>Copeland Street should enable turn right and left, not only left.</p> <p>Missing bus stop at Lower Road/Plough Way which is very busy bus stop. There is no mentioning where this stop has been moved.</p> <p>Removing trees at the end of Lower Road, beginning Evelyn street is unnecessary. At least one tree should remain to keep the area greener.</p> <p>Removing trees in general should be prevented wherever possible.</p>
Southwark council will create chaos with this hare-brained idea. If Southwark council think bus journeys will be quicker dream on.
<p>As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.</p> <p>My main concerns are as follows:</p> <p>1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?</p> <p>2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus/cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.</p> <p>3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.</p> <p>4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to</p>

Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

You have been sent copious correspondence providing more details and please ensure that is including in your consultation.

It is 03:00 and I have spent many hours doing this questionnaire and it is ridiculous.

You failed to respond to requests to meet on site.

You failed to respond to requests for working group to help residents.

Appalling responses have been sent to information requests.

Information has been very slow to be released or not at all.

Traffic data from British Land (April / May 2018) shows that your PCU's of existing traffic are far too low and existing traffic is much higher than you model.

About 30%, showing that your modelling is not robust and not valid.

The design of this group of consultations is too complex and providing it online creates a barrier to many residents taking part. TfL data shows a younger and male and white profile of CW4 users and your choice of online mode will privilege this group.

It is overall an appalling plan that I expect will be resisted by residents with good grounds to challenge where you have shown that you intend to increase traffic in residential streets that are already polluted.

TfL have let you down in regards to modelling however you are professionals and could have asked for British Lands data and referred to DFT counts but it looks as though you could not be bothered.

Residents offered to meet with you in the Summer and work towards resolving concerns about this plan however, again, you were not interested.

I expect TfL funding for this scheme may be time limited and, if so, you now run the risk of losing TfL funding because you appear to want the who issue shunted into the courts next year and let the lawyers do what they do. Truly extraordinary.

Southwark Council's Canada Water Area Action Plan (2015) provides Policy 8: Vehicular traffic which requires:

"Proposals must make sure that developments can be adequately and safely serviced and through a transport assessment, must demonstrate that they can mitigate their impact on the highway network. We will work with TfL and Lewisham to make the following improvements to the road network to accommodate growth at Canada Water

- Introduce a right turn into Surrey Quays Road for north-bound traffic on Lower Road.
- Reintroduce two-way traffic movement on Lower Road and enable a straight-across movement from Plough Way to Rotherhithe New Road.

Our objective will be to reduce traffic flows on Rotherhithe Old Road, simplify the network for all users, make the network more efficient, create a safer, more attractive environment for pedestrians and cyclists and make sure that the reliability and frequency of buses is not affected."

Please see CWAAP 4.3.17 "testing shows that reintroducing two-way traffic on Lower Road substantially reduces traffic flows on Rotherhithe Old Road which has the potential to significantly improve the environment for residents."

The Rotherhithe Movement Plan shows increasing traffic for residential streets. "Option 2", used for the Rotherhithe Movement Plan, makes the network less efficient and adversely impacts on the reliability and frequency of key bus routes 188, 47 & 1. The economic cost of all the adverse impacts have yet to be calculated but will be considerable. The Mott McDonald CW STS study is fundamentally flawed. Both Options 1 (TfL) and Option 2 (LBS) should have been taken forward for Rotherhithe Movement Plan consultation and it was a mistake to only take Option 2 forward. The Rotherhithe Movement Plan will cause increases of over 240% from 2009 baseline. Rotherhithe Multi Modal Study page 44 found roads to be "severely congested". Intelligent Data Collection Limited April / May 2018 shows roads substantially worse than Mouchel's 2010 study. Roads have exceeded Mouchel's 2014 scenario values in 2018. The proposed highway scheme modelled by Southwark / TfL in the Canada Water Strategic Transport Study is "Option 2" and Mott McDonald CW STS figure 94 shows a large area of red that includes Rotherhithe Old Road. Option 2 does not comply with policy. Figure 94 can be compared with Figure 89 which looks to be more policy compliant although we do not have absolute values. It is unknown who decided to discard options 1,3 & 4 to take option 2 forward. It is known there was a failure to set focus and key concerns / policy / objectives at the start of the Mott MacDonald Study.

TfL decided in Summer 2019 to remove the right turn from Southwark Park Road onto Jamaica Road.

This removes one potential alternative route for traffic and modelling needs to be run again and properly and transparently. Southwark made very clear the reasons why it wanted to limit the flow of traffic along Southwark Park Road and for the same reasons Southwark must limit traffic along Rotherhithe Old Road and Bush Road.
Build on the rock, not the sand.

Continue development of housing and reducing road space drastically further affects adversely air quality.

I am very disappointed.
If you had contact me I would have help make a better plan with you.
You don't seem to care about west of A200.

Far too complicated and would make traffic even more clogged up. Does not explain how busses would operate.

Suggestions to coordinate with neighbouring communities to assess impact of scheme

We feel that it makes no sense to have a proposal that only looks at a section of the road without knowing what will happen with the surrounding road in the neighbouring borough (Lewisham). How can someone make an informed judgement without knowing what's the plan for the rest?
Are you working jointly with Lewisham on this?

Concerns the plan may push out problems into Deptford. Need to co-ordinate with Lewisham council and Deptford development/environmental plans.

Some parts of the Greenwich to London Bridge get very congested, yet after the major junction at Deptford the traffic suddenly disappears. I'm not sure if this is down to a set of pedestrian lights after the junction. If this could be looked at it would make drivers less stressed too.

I think this kind of planning is required, but it must include the wider area including the Lewisham areas.

Need to include some measures in north Deptford. To me this work for

Suggestions to coordinate with neighbouring communities

Whilst worried about air quality and improving cycle lanes.....

Do you have any evident if what 5G does to people and the environment?

Should have a positive impact on the way in which people use the road system in this area.

In general:

– why can't you replace all trees you are removing?

– you adding more and more parking restrictions in the area. It's already hard enough to get to the minimal amount of shops in the area. This area is a very residential area, more like a suburb so every has cars. It's not typical of London at all.

Can you please consider bringing back the proposed bridge that was scrapped? My work is directly opposite this area on the river but to get there by bike, I'd have to cycle all the way into zone 1 and back out again, through all the pollution and more risk of accident.

The docklands are a lovely residential area and there any never any issues with on street parking. A controlled parking zone is ridiculous.

There are never any issues parking on our street and I can't believe you are turning such a lovely, residential area of London into the a controlled parking zone that will completely ruin the street. Why can't you make all of the new builds provide parking in the building rather than the council paying to implement controlled parking everywhere. It's a waste of council money when the private builders can provide parking within the development.

The docklands is a lovely peaceful area with no issues around parking. I lived in an area with controlled parking previously and it was a nightmare, especially when trying to get visitor permits and I could only obtain them from the council office in The Blue which was only open when I was at work and was nowhere near my home or workplace.

Please do not enforce restrictions in an area that doesn't need it. The docklands are nowhere near the new Canada Water plan. Is it 100% certain that the Canada Water Plan will go ahead anyway? You've already scrapped the much need bridge proposal that was needed so badly!

Have you walked around the docklands to see how easy it is to park and how little cars there are? It feels like a money making scheme to me.

No consideration for the majority of residents who do not cycle, months of upheaval due to a vanity project for a minority. Tests along Embankment have proven these restrictions increase particulates and do nothing to improve air quality. These consultations are a joke. Overwhelming support for the

pedestrian bridge, scrapped, no detail on costs presented and probably scrapped due to powerful lobbying from Canary Wharf. Overwhelming support against the Jamaica Road cycle lane, went ahead. Not everyone cycles. Commerce needs to move. What is it that makes TFL and the Mayor so anti motorist? Thank you for blighting our lives with never ending upheaval.
Stop ruining our road network and privatising the space only allowing privately owned bus companies to use them to make money off a struggling community.
I have to strongly oppose proposals whose practical effect is to curtail commuting access by the vast majority of local residents, all in the name of a few cyclists. I feel that cycling highways are a way of making it harder for existing residents of deprived areas to continue living and commuting in their areas, thereby forcing them out so that the area can be further "regenerated". Is this how local governments and the Mayor's Office perceive of regeneration? Forcing the poor out of their home areas by using cyclists as an excuse?
From witnessing the effect of other such schemes throughout London, the artists impression of the final result, has no resemblance to reality. The belligerent architects of these London wide proposals, seriously need a reality check, as their own personal utopian dreams, bear no resemblance to the working lives of the majority of Londoners, and has seriously affected the mental well-being of so many workers and their poor suffering, dependents.
Stop destroying London. Everyone has a choice of transport. Stop trying to force this walking and cycling rubbish on us
Care to be given to not overly prioritise cyclists over cars, but certainly support two way roads to reduce speed. Parking on the sides of roads is a particular problem at present blocking vision from junctions. How does this affect traffic flows for the new development of Canada Water and Surrey Quays - 15yr plan.
Great plan but what happened to the bridge from Rotherhithe to Canary Wharf??
Needs revisiting especially the section of Lower Road only for buses and cyclists also Croft Street section.
As a cyclist, local resident and car driver I support the proposals. An option of a right turn out of Plough Way into Lower Road for cars would be helpful to support local access.

Pedestrian priority
Comments and or suggestions
Overall these are very impressive with lots of priority given to walking, cycling and buses as it should be. I wish there could be more to reduce rat running through the residential areas as that would make it easier for children and families to get to the cycleway on their bikes. We will need to see a proper plan for cycle parking at surrey quays. I imagine lots more people will want to cycle to the station now and there is nowhere near enough high quality cycle parking - can we have some sort of cycle store system where bikes are secured? I really wish that Southwark would hurry up and build this high quality walking and cycling infrastructure, the cycleway 4 is already being built so we need to get a move on! More safe cycleways please! More road closures to reduce rat running on residential streets please!!!!
Southwark is so far out of touch with residents: - you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time - you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens - you overlook the need for a reliable bus service why not one on a loop around the peninsula? Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination - finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at 60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.
I am very pleased to see Southwark following through on its ambitions to improve cycle safety in the

area with concrete and excellent proposals to do just that. I know these changes will be very much welcomed by pedestrians and cyclists in the area and let's hope it gets many more people using environmentally friendly ways of getting around.

I would like to know more about how Southwark plans to tackle air pollution around lower road and give pedestrians more of a right of way through more zebra crossings, let's make it so environmentally friendly ways of getting around are as much as possible prioritised over the car.

Police and enforcement

Comments and or suggestions

I have a family and the area is ok as it is road wise can we have our police station back please at the cost of a fraction of 52 m

Money should be spent on police in the area and not wasted on schemes that are not necessarily

Waste of money spend it on the police

There is far too much space for motor vehicles on all of the proposals. There should be far more provision for safe cycling and safe walking. Additionally many of the measures will be far too reliant on enforcement of motoring laws which, we all know, is virtually non-existent at the moment. Until we start taking driving laws seriously most of this is aspirational at best.

Prioritise active travel and reallocate space

Comments and or suggestions

There are several sections where pavements are extended for some sort of notional public realm benefit when in reality the space is valuable and should be used to increase the segregation of people on cycles from other vehicles

We ask that where possible build outs provide cycle parking. Crossings of smaller side roads should be blended junction and 2 stage right turns for people cycling should be provided at every junction where there is not a dedicated cycle lane.

We ask that Southwark Council look at the width of the cycle tracks throughout the scheme and at the detailed design stage seek to increase their effective width, such as by using stepped segregation. The introduction of segregated cycle routes has rapidly unlocked massive suppressed demand for cycling and it is vital to design in capacity for continued growth. These routes will carry increasingly large numbers of people cycling and wide cycle tracks will ensure that the variety of people who use them will be able to do so in comfort and overtake each other. The space to widen the cycle tracks should be taken from general traffic lanes as we note that many in the proposals are still overly wide and reducing their width would help design in 20mph compliance.

Please note this response was also sent in via the highways email and I was advised to also fill out the form to make sure our support for the scheme was clear

The success of the segregated cycle lanes along The Embankment and Blackfriars Bridge show how new people can be encouraged to travel by bicycle if segregated space is made available. Segregated continental cycle lanes, such as those proposed, are extremely important and I strongly support these proposals.

Cyclists will not only benefit, but the general streetscape will be massively improved by reducing the dominance of motor traffic. Furthermore pedestrians will benefit from less motor dominance, improved road crossing points more pleasant environment.

Overall, they look great. It would encourage more cycling and walking and reduce the use of cars. Pavement widening and green spaces are vital to further reduce air pollution and increase those exercising on their way to work. Please do it!

Like many people I use this route every day to commute to work on bicycle. I strongly support efforts to make it safer and reduce the dominance of motor traffic

We moved to Rotherhithe about 5 years ago, and were able to get rid of the family car, and now use public transport, bicycles and walking. I wish more people would!

So all in all, your scheme seems excellent in encouraging cycling, walking and use of public transport, without unduly penalising those who need to use motor vehicles, just organising them better and relieving them of some tarmac.

The number of serious cycle commuters getting in and out of central London via Lower Rd is already impressive, and your scheme will, I trust, grow the number and increase everyone's safety.

As someone who cycles daily along much of this route, I feel the proposal to introduce dedicated two

way cycle lanes will greatly improve cycle safety in the area, and encourage more people to cycle along the route.
Safety of cyclists in this area is paramount. There is far too high a volume of motorised traffic which must be discouraged, by taking away space. This is shown in the modelling - the roads will be packed.
I think it is a fantastic idea. Currently the one-way system is rather confusing for cyclists and car users. I currently feel very vulnerable cycling along these roads due to the nature of the condition of the roads, whilst also sharing the roads with a high volume of traffic. As a car commuter too, I know by experience that this is a route that contains a lot of road traffic from central London that is inevitably ending onto the A2 and then onto the M25. This new scheme will make the area safer for cyclists, road users and pedestrians, whilst also tackling air pollution, and encouraging those less confident to cycle on the road, to cycle more often.
Fantastic job. Much more likely to cycle, walk or use public transport in this area.
As an ex London Taxi driver I used all these streets every working day. I'm also a cyclist so I view these proposals with a very experienced eye. I can see both sides of the coin. These proposals should be applauded as they are well thought out and contain some extremely good safety features for our most vulnerable road users. It's refreshing to see plans of this high standard that takes into account people on foot, on cycles and wheelchair users. For too long we have had planning that lets the car dominate which kills community space. This scheme could well have the potential to make people stop a bit longer to do their shopping, stop for a coffee and most importantly breathe new life into the area. It will slow down traffic, that's obvious, but they used the same technique in Holland. If we can make the car an unattractive option then people will use public transport more and cycle more due to this excellent infrastructure. This scheme is excellent.
Strongly support: - segregated cycleways - more pedestrian crossings - more double yellow lines I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run. These proposals are absolutely essential to encourage cycling/walking, and discourage driving. Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these plans. We want this implemented as soon as possible! The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them! Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.
I am very pleased to see Southwark following through on its ambitions to improve cycle safety in the area with concrete and excellent proposals to do just that. I know these changes will be very much welcomed by pedestrians and cyclists in the area and let's hope it gets many more people using environmentally friendly ways of getting around. I would like to know more about how Southwark plans to tackle air pollution around lower road and give pedestrians more of a right of way through more zebra crossings, let's make it so environmentally friendly ways of getting around are as much as possible prioritised over the car.

Prioritise an enjoyable walking and cycling experience

Comments and or suggestions

Believes that proposals will make walking and cycling more enjoyable

Motor traffic and congestion is killing the area. it is time to develop cleaner alternative and to encourage walking and cycling.
expanding the Santander bike network to this public transport deprived area is key. what are we waiting for?

Proposals will greatly increase safety for cyclists and pedestrians with a minor impact on motorists.

I think this will be a great system and will ensure more safety to pedestrians and cyclists
I support the LLC proposal. Make it more cyclist & pedestrian friendly! Thank you.
As a cyclist that uses these routes twice a day - i fully endorse making these routes more cycle and pedestrian-friendly.
will be much safer for walkers and cyclists.
As a resident in the area with 3 children of Primary School age or younger, I support the creation of a safer environment for walking, cycling and daily life so that my family are not dominated by the noise, danger and emissions of motor vehicles. Additionally I would be more likely to use local businesses if we could cross Lower Rd safely and conveniently.
Pedestrians, cyclists and public transport MUST be the overriding priority in every case.
Surrey quays is a traffic infested nightmare- especially if you are a pedestrian or cyclist. Thank you for making an attempt to tackle this.
As a Greenwich resident I would cycle to Rotherhithe and Southwark if there were a segregated cycle path. The area is too traffic filled at present so measures to make walking and cycling safe and pleasant are welcome.
More provisions for pedestrians and cyclists is great and much needed. Hopefully these proposals will lead to a reduction in traffic in the area that will not only benefit those using public transport as well as those walking and cycling, but it will also help reduce the dangerous levels of air pollution in the area.
I really love how thoughts out this seems to be. As someone who does drive but also walks and cycles, I really believe London can and should be a cycle/pedestrian first city, and it will make it more attractive, greener and safe for everyone. Big pavements, more trees and finding ways to reduce vehicle speed for example will improve the atmosphere and make the area much nicer to visit and live in. Hope this goes ahead
The whole borough should be made much more cycle friendly.
I walk as much as possible, for the exercise. But I am aware that the air is polluted - you really notice when a car goes past and taxis are even worse. I would like to breath in clean air when walking. Bikes would seem like the best solution.
I think these proposals are inspired and incredibly forward-thinking. Should be a model for the rest of London, if not the country. Putting pedestrians, public transport users and cyclists first makes for a much happier and healthier population even if there is some short-term frustration from some motorists.
I try to walk everywhere, for the exercise. I'm convinced that if there are more bikes, there'll be less cars (because people will switch). That would make the air I breathe cleaner. And who know - maybe I'll get a bike myself!
These proposals will hugely benefit the area - most of this area covered in the plans I would not dare to cycle in due to the dangers posed by the current road layout, and the dominance of motor vehicles. In the current climate emergency we are facing, these plans will surely make cycling and walking far more accessible, safer and enjoyable - which will take many unnecessary vehicles off the road.
This is a really important scheme to make pedestrian and cycle routes through this area easier and safer. I very strongly support it and urge you to put it in place as soon as possible.
I strongly support anything that will make the area safer and more pleasant for pedestrians and cyclists.
Currently I drive more than cycle, but that would be reversed if there were more cycle paths.
Good job on this. It's currently an unpleasant area that looks a bit dilapidated and has 3 lane major roads crossing through it. It's also a mess to walk or cycle through. This is a big improvement.
Much needed safety improvements which will encourage walking and cycling.
It's really positive that you are planning on making this part of London more pleasant for pedestrians and making it safer for cycling. I hope you can start work on this soon
I strongly support the proposals on the basis of what they do for walking and cycling. It would be great to see more done in this regard; that includes not only building cycle lanes, widening pavements and improving pedestrian crossings, but also making driving less convenient.
These are awesome, exciting proposals. I've cycled from Charlton to the City most week days for the past 14 years. These proposals have actually given me goose bumps thinking about how that journey can become safer and generally far more pleasant than it currently is. I look forward to seeing it happen.

The plans reflect the need to encourage Londoners to become healthier and to pollute less which is great. It should lead to improved air quality for residents and safer travel for cyclists and pedestrians.
More landscaping, better air quality, better pedestrian and cycling facilities. Drivers will not like this but it will be great for residents, pedestrians and cyclists! Get cracking please
I want to be able to cycle and walk more safely and have less cars to aggravate my asthma.
the proposals will encourage cycling and walking. I am totally indifferent to any negative effect on driving since driving in London is selfish by Emmanuel Kant's perfectly reasonable definition of the word.
I think it is laudable that Southwark Council is taking measures to encourage walking and cycling in the Borough, and I hope that there will be many more such schemes! I would gladly suffer some small inconvenience when driving for the sake of safer, more pleasant routes for sustainable transport. I hope that this approach succeeds in reducing traffic via a reduction in the number of short distance journeys taken by car.
Better walking and cycling facilities in long run will provide healthier living choices and hopefully will be inspiration for less cars on road making pointless automotive journeys
Suggested improvements for pedestrian and cycle comfort
Taxis have to access in conjunction with buses, it will only result in longer more polluting journeys for dropping or picking people up in the areas you want to ban taxis from. If taxis are allowed, some of the ideas you have are common sense and will make the area better to walk and cycle in so I agree with those parts
On Lower Road, this is fantastic. Great high-quality infrastructure. (With the exception of the junction with Surrey Quays Road where the junction is in no way fit for pedestrians and looks like something from the 90s). With regards to the streets surrounding Surrey Quays, the attempt to remove the race-track-style gyratories is great, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Especially galling is the severance of the existing and established cycle route (425) from Oldfield Grove. This must be retained and a safe/segregated link from here to the cycleway on Lower Road be provided. Cycle routes like that on Lower Road cannot stand in isolation and must be woven into the existing cycle network to succeed in creating a city/neighbourhood where it's truly possible for all sections of society to travel by bike.
There is far too much space for motor vehicles on all of the proposals. There should be far more provision for safe cycling and safe walking. Additionally many of the measures will be far too reliant on enforcement of motoring laws which, we all know, is virtually non-existent at the moment. Until we start taking driving laws seriously most of this is aspirational at best.
Does not support proposals
I've given up commenting after 4 sections. CW4 MUST NEVER HAPPEN Please do consider cyclist and see the danger which is coming.

Promote healthy and active lifestyle
Comments and or suggestions
I'm happy there will be new safe cycling infrastructure. I am confident it will make our city cleaner, healthier and safer and get more people on their bikes. Connected network of safe cycling routes is essential for sustainable growth of our city.
We desperately need these changes. I cycle that route daily and it is dangerous. Drivers are very impatient and get aggressive in the rush hours down to congestion. HGV's use this route also and the streets are just too narrow for them to take evthing into consideration before manoeuvring. Separating cyclists and cars will increase safety and make the journey more enjoyable, this will encourage people to get out of cars and get on bikes reducing congestion.
I am diabetic type 2 and overweight. Need to get more exercise, would like to ride bike to college if it was more safe
Better cycling infrastructure would encourage me to visit the area more often. For dinning, enjoying greener areas... People should be reminded cycling is good to everyone's health (exercise for the cyclist, less pollution for everyone) and allows one to discover the area better.
Cycling as a greener and healthier way to travel to work should be encouraged. To do this the roads need to be made safer for cyclists. I strongly support the proposals brought forward as this is a key commuting area which is currently not entirely safe for cyclists and has had a number of accidents.
Cycling healthy exercise. needs to be safe though.
I'm not very brave so have been too scared to ride a bike to college up until now. If there's a safe cycle path, I may take up cycling - which would be quicker for me, and healthier. So I hope this scheme is approved.
Just been told I'm asthmatic. Also diabetic. So need cleaner air and more exercise. Plan to get a bike if this scheme goes ahead.
Kids should be able to ride their bikes to school like we used to. healthy for them
Cycling should be 1) made safe and 2) encouraged, for the sake our all our health
Protected bike lanes = essential to get more people on 2 wheels for everyday local journeys and commuting = essential to reduce air pollution, deaths and serious injuries on our roads, reduce the burden of inactivity diseases like obesity/heart & lung diseases, which are threatening to bankrupt our NHS. This really is life and death, please get it done ASAP
More cycle infrastructure will bring more cyclists and less cars which is a very good thing for health and the environment..
The plans reflect the need to encourage Londoners to become healthier and to pollute less which is great. It should lead to improved air quality for residents and safer travel for cyclists and pedestrians.
More and safer cycle lanes encourage more people to cycle. We need to get more people cycling to reduce carbon emissions, air pollution and to encourage healthy lifestyles.
We have to move to a more cycle friendly city, less cars and a greater sense of community and health.
I am very pleased to see these proposals and I very much hope they are brought into reality. This will not only help myself but thousands of other cyclists pedestrians and other road users in the area. I will encourage more people to take up cycling if they see the roads being made safer. If you can find more ways to reduce speeds in this area that would be great too.
We must do everything we can to ensure good planning so that everyone using this section of the road benefits by the plans. I'm a cyclist and commute this route which can be scary because the infrastructure isn't in place. I really welcome making this busy cyclist route into and out of London safer for cyclists to promote people using their bikes as a healthier and greener way of going to and from work.
Better walking and cycling facilities in long run will provide healthier living choices and hopefully will be inspiration for less cars on road making pointless automotive journeys

Promote local economy
Comments and or suggestions
It looks really positive not just for cyclists but for local businesses too.
Ruining the lives of people who live and work in the area by creating traffic chaos. Will ruin the businesses in and around the area including surrey quays shopping centre
As a resident in the area with 3 children of Primary School age or younger, I support the creation of a safer environment for walking, cycling and daily life so that my family are not dominated by the noise,

danger and emissions of motor vehicles. Additionally I would be more likely to use local businesses if we could cross Lower Rd safely and conveniently.
Will make the area safer and more pleasant for residents and businesses. Excellent cycling facilities and improvements for buses.
If it was safe to cycle I could swap my car for a Baksfiets (child cargo bike) and use it for school run and shopping.
Better cycling infrastructure would encourage me to visit the area more often. For dining, enjoying greener areas... People should be reminded cycling is good to everyone's health (exercise for the cyclist, less pollution for everyone) and allows one to discover the area better.
Proposal shows massive improvement for walking and cycling. Excellent new crossings, street will become more attractive and shops will have more costumers. Better access to public transport (although surrey quays station will be too small soon) Health benefits for people living in the area. Hopefully also less potholes on the roads.
I used to cycle from Woolwich to the city as a daily commuter. At some stage I could no longer handle the daily stress levels experienced in traffic and opted for public transport. The proposals appear to be a strong improvement from the current situation and would make me cycle to work again and having more money available to spend in local restaurants and shops
Seen these schemes in other area of London and it cost local business's their business and makes cuts locals off from family visiting . Makes pollution worse and is a complete waste of money that the local community could do with being spent elsewhere .
Wherever councils have put these schemes in air quality has worsened traffic becomes unbearable(embankment, Highbury corner,Bayswater,old st,Southwark bridge, Blackfriars rd and bridge, Southwark st into Stamford st) it ruins local business' Artist impressions no way reflect the reality of these madcap schemes
The area is a joke as it is if you do these changes it will become worse when the tunnels are closed shops will shut because no one can get to them and you are wasting good tax payers money to make more pollution when the whole area is going to be gridlock like the rest of London when you have changed things
There are implications for local businesses and for pedestrians and bus users which are detrimental. Lower Road is used by many people making journeys of more than 20 - 30 minutes and unless there is an alternative for them the increased delay in their journeys will delay local pedestrians and buses. While works are carried out the disruption we are currently suffering on Jamaica Road will continue into Lower Road. This is an unnecessary worsening of accessibility and air quality.

Reduce crime and anti-social behaviour

Comments and or suggestions

It would be nice if this area would remain more residential than some business/entertainment hub. The focus should be living quality and from previous experience the more shops and business you add to neighbourhoods the more problems with noise complaints, living standard and quality you have. This area has been a nice RESIDENTIAL area and we do not need shops and bars that will attract intoxicated and suspicious people. Adding more traffic increase safety hazards. Please bear in mind we would like to have our neighbourhood safe and private and RESIDENTIAL with greenery as it is. Thank you.

I'm sick of TfL and local councils messing around with roads in London. Every time they do it is a disaster. Spend the money allocated to this project on reducing violent crime in the borough.

Money should be spent on police in the area and not wasted on schemes that are not necessarily

Reduce road conflict between users

Comments and or suggestions

As a cyclist eliminating the current system will make it far safer with the dedicated cycle way. Currently going around the one way causes the most potential problems for cyclists and drivers as traffic merges and cyclists cross lanes.

people choosing to cycle or walk, should not have to mix with dangerous polluting motor traffic.

It may work out to be a good traffic system. However, I have a number of safety concerns for cyclists, pedestrians and motors in as much as there are too many cross over points. There have been few

accidents / fatalities in this area with cyclists or pedestrians. These proposal will create more opportunities for cyclists to clash with pedestrians and vehicles.
 If works are completed together this will leave residents on the Rotherhithe peninsula very vulnerable to accessing emergency services.
 This area is one of the many main arteries into London; an accident / closure of any of the major river crossings will bring the area to a standstill more than it already does.

In overview we see the proposals as making unnecessarily fundamental changes which will have a significantly detrimental impact to the quality of life to the local community.
 We feel that the proposals would cause the quality of our day to day life to diminish significantly, especially in the context of my partners disability.
 We also see the proposals will add to noise and air pollution in the area and feel that a two way system is most likely to increase congestion. We see current levels of congestion often manifest into aggressive vehicle and cyclist behaviour. So would therefore anticipate an increase in such behaviour arising from the proposals.
 We do understand that in the light of the current situation and the scale of development taking place in the area that the traffic plan needs to be reviewed. Our suggestions would be that Lower Road be kept one way single lane and that room is retained for bus/cycle lane and also parking.

Reduced on street parking

Comments and or suggestions

Supportive of parking reduction measures

Concerned about parking in the Lower road and Croft street areas as well as the potential speed and frequency of traffic on that section

Strongly support:

- segregated cycleways
- more pedestrian crossings
- more double yellow lines

I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run.

These proposals are absolutely essential to encourage cycling/walking, and discourage driving.

Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these plans. We want this implemented as soon as possible!

The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them!

Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.

it is important that traffic speed is reduced and people are discouraged from driving, which is why I suggested to make Cope Street car free and make Lower Road more people friendly. There is need for parking provision to visit the vet and the pharmacy but no other parking should be made available. I think the proposal is generally very good although I would like to see further traffic calming

I strongly support the increased provision of protected cycle lanes.

I am concerned that new parking spaces are being provided - these should be minimised or for deliveries/disables only.

I am concerned that cycle advance stop boxes are being provided where there are no protections for cyclists before or after the junction.

I would strongly support a reduced speed limit of 20mph, more pedestrian space and more green space.

Care to be given to not overly prioritise cyclists over cars, but certainly support two way roads to reduce speed. Parking on the sides of roads is a particular problem at present blocking vision from junctions.

How does this affect traffic flows for the new development of Canada Water and Surrey Quays - 15yr plan.

Does not support parking reduction measures

While I fully support the protected bicycle lane, allowing to turn Lower Rd past Surrey quays and up to Evelyn Street, Bestwood Street, Bush Road, and Rotherhithe Old Road into double lane road, will have the negative effect of: (i) increase traffic and queues, with cars queuing outside houses guaranteed 24/7; (ii) bus reliability will get even worse, and queues will increase; (iii) useful parking spaces will be eliminated and (iv) air quality will get even worse; and (v) so will me and my neighbours physical and mental wellbeing to live without queuing cars outside our windows every day. Please keep those roads one way only, with protected bicycle lane on lower road. Small concrete islands could be built in between the bus lane and the bicycle lane to allow people to get on and off buses with no difficulty. Queues will be less likely, bus reliability won't suffer, nor will air quality and useful parking spaces will be saved.

I do not support two-way system and traffic lights as this will lead to a great increase to car driving times, pollution (due to vehicles remaining idle for longer) and distance travelled. It will be a very inconvenient system and reduce my appetite to visit the area for business. I do not support the bus & cycle only proposal for Lower Road between Hawkstone Road and Redriff Road. No adequate parking provisions for visiting local shops in an area which already has too few parking places close to shops.

The proposal seem to introduce even more flow constraints for cars and motorbikes which will lead to more pollution. The reduction in spots where car can park does not seem to be taken into account.

The impact on local residents are very much a detriment in respect of their health and ease to move around. No direct access to the cycle way, significant increase in air pollution putting residents at risk of sickness AND DEATH, no direct access from estates to local buses causing them to cross major roads and in some circumstances in affect causing them to be housebound. The proposals do not take into account proposed new builds around the one way system at Oldfield Grove, Bush Road, Rotherhithe New Road as well as the vast new builds in Lewisham and Canada Water Master plan. Your counter argument suggests there will be no parking however this will merely increase the use of delivery vehicles for food and white goods increasing congestion further. This will be death trap in respect of lay out as well as air pollution

New unnecessary crossing.
Increase in air pollution, due to stop/start traffic.
Light and sound pollution.
Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.
Difficulty for people with mobility issues such as my husband and visitors coming to our home.
Any public vehicle would be breaking the law to stop there.
Impact on the elderly residents of Rose Court.
Double yellow line would mean no parking.
No vehicle would be able to stop legally along Lower Road.

Section 7/8 is the only section where it will affect residents parking -
I feel there is an alternative and included in my supporting notes .
As part of this movement plan has there been any suggestions to increases car sharing bays/electric car charging points?

In overview we see the proposals as making unnecessarily fundamental changes which will have a significantly detrimental impact to the quality of life to the local community.
We feel that the proposals would cause the quality of our day to day life to diminish significantly, especially in the context of my partners disability.
We also see the proposals will add to noise and air pollution in the area and feel that a two way system is most likely to increase congestion. We see current levels of congestion often manifest into aggressive vehicle and cyclist behaviour. So would therefore anticipate an increase in such behaviour arising from the proposals.
We do understand that in the light of the current situation and the scale of development taking place in the area that the traffic plan needs to be reviewed. Our suggestions would be that Lower Road be kept one way single lane and that room is retained for bus/cycle lane and also parking.

Section 7/8 is the only section where residents parking is removed and which affect the residents directly.

Pollution / Traffic / roads becoming more dangerous and heavy traffic will have an effect on the period houses in the area and will affect families, children crossing roads, the care home and older people needing to use the road if a two way system is introduced.

Other

In general:

– why can't you replace all trees you are removing?

– you adding more and more parking restrictions in the area. It's already hard enough to get to the minimal amount of shops in the area. This area is a very residential area, more like a suburb so every has cars. It's not typical of London at all.

Can you please consider bringing back the proposed bridge that was scrapped? My work is directly opposite this area on the river but to get there by bike, I'd have to cycle all the way into zone 1 and back out again, through all the pollution and more risk of accident.

The docklands are a lovely residential area and there any never any issues with on street parking. A controlled parking zone is ridiculous.

There are never any issues parking on our street and I can't believe you are turning such a lovely, residential area of London into the a controlled parking zone that will completely ruin the street. Why can't you make all of the new builds provide parking in the building rather than the council paying to implement controlled parking everywhere. It's a waste of council money when the private builders can provide parking within the development.

The docklands is a lovely peaceful area with no issues around parking. I lived in an area with controlled parking previously and it was a nightmare, especially when trying to get visitor permits and I could only obtain them from the council office in The Blue which was only open when I was at work and was nowhere near my home or workplace.

Please do not enforce restrictions in an area that doesn't need it. The docklands are nowhere near the new Canada Water plan. Is it 100% certain that the Canada Water Plan will go ahead anyway? You've already scrapped the much need bridge proposal that was needed so badly!

Have you walked around the docklands to see how easy it is to park and how little cars there are? It feels like a money making scheme to me.

I really appreciate all the work that has been done in developing these proposed routes for both cyclists and cars alike, improving traffic flow and road user experience in the process.

From the perspective as a regular cyclist, having utilised the cycling networks throughout London, any extensions/ongoing improvements are of significant benefit to the environment and to people's health. However, I would also add that the destinations themselves between these improved connections need to be addressed:

For one, the Southwark Park Athletics track redevelopment has not yielded benefits for anyone other than a handful of dedicated athletes. My dad walks through that park every day on his way to The Blue and has hardly seen any life on that track, bar the occasional school sports day, and in 30 years it will look the same as it did before with lychee on the outside sections of the track through lack of usage. Improving connections from Canada Water station towards Southwark Park are also wonderful but I think of what my dad also says, allowing the lido to fall into disrepair - to the point of dereliction and then ultimate demolition was a grave error.

Anyone going to Brockwell Park can see what an error of judgement getting rid of the Southwark Lido was. Could not a large, child-friendly and shallow version with water jets be proposed (similar to at Battersea Park) so that parents without a lot of money (or time to get to the seaside) can get some much-deserved respite from the heatwave. This would ultimately get many people walking towards the park along these proposed improved connections, using the new coffee shop on the lake to boot. Furthermore, I was really disappointed that the Brunel Bridge proposed from Rotherhithe to Canary Wharf has not been given the green light - this would ultimately have got many more people (other than those just resident on the Rotherhithe peninsula) utilising the new proposed cycle routes. This would have slashed pedestrian and cycle journey times from destinations to the North/South/East/West on one of the more meandering sections along the Thames, indeed the most so in central London.

From the perspective as a resident, living near the speed camera on Redriff road, I'm not sure what can really be done about speeding cars/bikes along Redriff/Salter Roads. Cars and Motorcycles regularly manipulate the speed camera by speeding up to it, breaking hard then ultimately flooring their accelerator away again.

There is also a problem of cars parked on the grass verge by the new Nisa store on the corner of

Quebec way and the ongoing saga of parking alongside Peter Hills school since all the new flats were built by the old Fisher Athletic pitch without adequate parking provision.

Road maintenance

Comments and or suggestions

Southwark park, down through Rotherhithe and beyond in to Deptford badly needs renovation of its existing infrastructure.

As a cross town commuter each day it astounds me how quickly after Jamaica road the quality of surface reduces.

The patch repair strategy isn't working, and often isn't compacted sufficiently well, meaning man hole covers are often at lower levels to the new surface. Cyclists are often seen weaving around these faux pot holes and trying to avoid the real ones too, which is just plain dangerous.

That said, I would happily take further degradation, eg potholes, over winter months if it meant the investment would be channelled faster in to this redevelopment.

This part of my commute is one of the most dangerous sections. On numerous occasions I have nearly been hit on the roundabout.

The tarmac is terrible with numerous potholes so having dedicated cycle lanes would be perfect! Cars often come too close along this section of my commute.

It would also be great if the bus lane could be resurfaced all along from Bermondsey station and Lower Road. It's horrible to ride on and can caused impact punctures.

PLEASE ALSO MAKE SURE THE POT HOLES ARE FIXED!!!! This definitely doesn't make the roads safe as cyclists have to ride around the pot holes to avoid falling/breaking their bikes.

According to the planning map there is a goal of improving both the security of the cyclists and the conditions of the roads` ways. This would be a good thing to ease the traffic and avoid traffic congestions.

Roads maintenance could be improved, so the introduction of dedicated cycle lanes would improve the journey but also the safety as the roads are congested and some vehicles speed, and do not leave enough room between vehicles and cyclists.

Cycleway connecting up with nearby proposals makes senses.

Road quality will need to be upgraded as part of this - Lower Road surface is currently very uneven, lots of potholes, etc.

5 sets of traffic lights on Lower Road between Redriff Road and Bestwood Street seems excessive. Lights proposed for next to Cope Street and Chilton Grove seem unnecessary.

Proposal shows massive improvement for walking and cycling. Excellent new crossings, street will become more attractive and shops will have more costumers. Better access to public transport (although surrey quays station will be too small soon) Health benefits for people living in the area. Hopefully also less potholes on the roads.

Safer speeds

Comments and or suggestions

General support for proposed traffic calming measures

The move to more safe segregated cycleways is seriously positive.

The quality car, van lorry and motorbike driving in the area is still very poor and speeding is regular occurrence with little policing or cameras. The cycleways will improve safety and also regulate the existing traffic. With this, an improvement in air quality, traffic calming and general amenity in the area will improve.

I really love how thoughts out this seems to be.

As someone who does drive but also walks and cycles, I really believe London can and should be a cycle/pedestrian first city, and it will make it more attractive, greener and safe for everyone.

Big pavements, more trees and finding ways to reduce vehicle speed for example will improve the atmosphere and make the area much nicer to visit and live in. Hope this goes ahead

Lower Road is not a very nice place right now. Cars go far too fast along the one-way system, it's horrible for cyclists, and the bus going into the city takes ages due to the ridiculous one-way system. More green space, a two-way system, and a continuation of CS4. How could anyone other than a ridiculous nimby not support this proposal?

Roads maintenance could be improved, so the introduction of dedicated cycle lanes would improve the

journey but also the safety as the roads are congested and some vehicles speed, and do not leave enough room between vehicles and cyclists.

Care to be given to not overly prioritise cyclists over cars, but certainly support two way roads to reduce speed. Parking on the sides of roads is a particular problem at present blocking vision from junctions.

How does this affect traffic flows for the new development of Canada Water and Surrey Quays - 15yr plan.

More can be done to calm traffic

I like the cycle lanes and the two-way traffic seems to make sense around Bush Road. I was a bit concerned this change would affect the 199 route from Plough Way to Canada Water station but it seems this is unchanged. If the left turn from Lower Road into Plough Way has to be sacrificed for this system, so be it I suppose.

Also pleased to see more pedestrian crossings and opportunities for traffic to slow. If you could also put speed bumps down Plough Way then that would be great!

Concerned about parking in the Lower road and Croft street areas as well as the potential speed and frequency of traffic on that section

I strongly oppose the plans around my street (Chilton Grove) as it will not benefit residents who live here; this is detailed in the comments on that section.

I think air quality and safety are the most important factors here. I would like to see more trees planted where possible along these roads, and I feel that Lower Road is a dangerous road due to the speed that motorists drive down it so I think increased deterrents are needed in the design.

I think the number of junctions that are being closed off will create a lot of bottlenecks and traffic (and therefore increased exhaust fumes).

it is important that traffic speed is reduced and people are discouraged from driving, which is why I suggested to make Cope Street car free and make Lower Road more people friendly. There is need for parking provision to visit the vet and the pharmacy but no other parking should be made available.

I think the proposal is generally very good although I would like to see further traffic calming

Overall this is of course good news. There are two major problems. Firstly the quality of the crossing facilities for those on foot. There is an excess of staggered crossings and long distance (on Lower Road) without any crossing provision. This must be addressed. Secondly there has been little attempt to support the 20mph limit with elements from the TfL Lower Speeds Toolkit. It is acknowledged that the creation of segregated cycle lanes and carriageway capacity reduction will have an impact on speeds but also needed is the use of raised tables on Lower Road. These could then also act as informal crossing facilities...all of this is relatively easy to do and will have little detrimental effect on bus passengers.

I am very pleased to see these proposals and I very much hope they are brought into reality. This will not only help myself but thousands of other cyclists pedestrians and other road users in the area. I will encourage more people to take up cycling if they see the roads being made safer.

If you can find more ways to reduce speeds in this area that would be great too.

I only support, rather than strongly support, the proposals due to a few significant issues:

On Lower Road between Rotherhithe Roundabout and the edge of Southwark Park, it is too difficult for cyclists to cross between the cycleway and buildings and side streets on the opposite side of the main road. It would be better if pedestrian crossings on this section were modified to allow cycles to cross legally at the same time.

All junction approaches with advance cycle stop lines must have an early release green light for cycles to ensure less experienced cyclists can easily traverse the junctions.

The junction next to Surrey Quays station's entrance should allow for cycles to turn from the cycleway from either direction into the segregated cycle track at the top of Hawkstone Road.

The current bus access into the car park of Surrey Quays Shopping Centre should be maintained for cycles only to allow for direct access to the busy amenities in the shopping centre and at Canada Water station, such as the Decathlon sporting goods store. It is annoying and unnecessary to route cyclists the long way around via Plough Way and through time-consuming traffic lights when this solution is easy and possible.

Cycle access from cycleway 4 to Cope Road and the shops on the western side of Lower Road should be maintained, with the pedestrian crossing north of the bus stops made a toucan crossing for this purpose.

At the MAJOR Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided with separate cycle signals and a waiting pocket, similarly to the junction of Lower Road and Surrey Quays Road. A shared space and toucan crossing solution is simply inappropriate at a junction this busy.

The advanced stop line at the end of Bestwood Street should definitely incorporate an early release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerblin separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough is done to ensure motor traffic drives slowly here.

The cycle route from Oldfield Grove MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route. Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained.

Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.

We ask that where possible build outs provide cycle parking. Crossings of smaller side roads should be blended junction and 2 stage right turns for people cycling should be provided at every junction where there is not a dedicated cycle lane.

We ask that Southwark Council look at the width of the cycle tracks throughout the scheme and at the detailed design stage seek to increase their effective width, such as by using stepped segregation. The introduction of segregated cycle routes has rapidly unlocked massive suppressed demand for cycling and it is vital to design in capacity for continued growth. These routes will carry increasingly large numbers of people cycling and wide cycle tracks will ensure that the variety of people who use them will be able to do so in comfort and overtake each other. The space to widen the cycle tracks should be taken from general traffic lanes as we note that many in the proposals are still overly wide and reducing their width would help design in 20mph compliance.

Please note this response was also sent in via the highways email and I was advised to also fill out the form to make sure our support for the scheme was clear

Speed should be limited to 20mph throughout for safety.

All advanced cycle stop boxes should have a cycle feeder lane of at least 20m to allow riders to access the stop box.

Add trees to replace any removed to ensure tree neutral or tree positive.

Add significant cycle parking especially in shopping areas.

I strongly support the increased provision of protected cycle lanes.

I am concerned that new parking spaces are being provided - these should be minimised or for deliveries/disables only.

I am concerned that cycle advance stop boxes are being provided where there are no protections for cyclists before or after the junction.

I would strongly support a reduced speed limit of 20mph, more pedestrian space and more green space.

These are unusually good proposals. The other improvements that could be made: filter all (or at least most) residential roads, and implement *and enforce* a 20mph speed limit on all borough roads

As I have stated previously. One way systems work to keep flow of traffic moving. Make whole area 20mph using average speed cameras. Thus still holding on to large 2+bus lanes keeping commuters from the South East of England flowing through. They aren't going to stop coming through they will just be gridlocked like similar schemes in London reducing air quality and ability for local residents to move around. Look at other boroughs failures before joining their club. Learn from what restricting traffic flow does to air quality. Whilst still developing a segregated cycle lanes for cycle commuters. We all need to get through Rotherhithe. Try to make it fairer for all. Not just the 3% of cyclists. Causing 100% of local residents to be in gridlocked traffic.

Calm traffic on surrounding streets

On Lower Road, this is fantastic. Great high-quality infrastructure. (With the exception of the junction with Surrey Quays Road where the junction is in no way fit for pedestrians and looks like something from the 90s). With regards to the streets surrounding Surrey Quays, the attempt to remove the race-track-style gyratories is great, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Especially galling is the severance of the existing and established cycle route (425) from Oldfield Grove. This must be retained and a safe/segregated link from here to the cycleway on Lower Road be provided. Cycle routes like that on Lower Road cannot stand in isolation and must be woven into the existing cycle network to succeed in creating a city/neighbourhood where it's truly possible for all sections of society to travel by bike.

Could you make Salter Rd safer too. It's like a race track.

Southwark is so far out of touch with residents:

- you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time
 - you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens
 - you overlook the need for a reliable bus service why not one on a loop around the peninsula?
- Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination
- finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at 60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.

Safety

Comments and or suggestions

Believes that scheme will improve safety

Hopefully the introduction of two way traffic and more pedestrian crossings will make this area much safer for pedestrians. Currently it is quite dangerous for pedestrians particularly on Rotherhithe Old Road.

Hope this all happens soon.

Proposals will greatly increase safety for cyclists and pedestrians with a minor impact on motorists.

As a citizen, I want safer mobility, better air quality, less noise and traffic. These proposals will make Rotherhithe better!

I believe any steps to promote safety and greener travel is a very worthwhile endeavour.

Main thing missing for me is facilities for commercial bins that are spread along the high street South of Surrey Quays station. Maybe group them together in a bin store somewhere. Right now they take up so much of the pavement, they smell and the actual pavement around them is covered with grease and grime. Not nice.

Cycle provision greatly improved. I commute to and from Hackney each day and the final section close to my house near Lidl on Trundley's Road is without a doubt the worst section of the entire route. Cars go so fast down that round, and when you have to get in the right hand lane heading South before turning right towards Lidl is so dangerous. No wonder there was a death on that corner.

Thanks

As a cyclist I commute this way and these plans would provide safety for all road users

I think it is a fantastic idea. Currently the one-way system is rather confusing for cyclists and car users. I currently feel very vulnerable cycling along these roads due to the nature of the condition of the roads, whilst also sharing the roads with a high volume of traffic. As a car commuter too, I know by experience that this is a route that contains a lot of road traffic from central London that is inevitably ending onto the A2 and then onto the M25. This new scheme will make the area safer for cyclists, road users and pedestrians, whilst also tackling air pollution, and encouraging those less confident to cycle on the road, to cycle more often.

Yep. SAFETY PLEASE!!!

I like the cycle lanes and the two-way traffic seems to make sense around Bush Road. I was a bit concerned this change would affect the 199 route from Plough Way to Canada Water station but it seems this is unchanged. If the left turn from Lower Road into Plough Way has to be sacrificed for this system, so be it I suppose.

Also pleased to see more pedestrian crossings and opportunities for traffic to slow. If you could also put speed bumps down Plough Way then that would be great!

This is a really important scheme to make pedestrian and cycle routes through this area easier and safer. I very strongly support it and urge you to put it in place as soon as possible.

It is extremely important for both cyclist and pedestrian safety, as well as a reduction in air pollution, that these proposals are enacted as soon as possible.

This stretch desperately needs to be made safer for cyclists and pedestrians. The park would be lovely without the rumble of traffic and stink of exhaust fumes.

Will improve safety of my commute to and from work

Anything that makes Lower Road area safer for pedestrians/cyclists and reduce air pollution would be welcome. This is a dangerous area.

Suggested improvements for safety

It would be nice if this area would remain more residential than some business/entertainment hub. The focus should be living quality and from previous experience the more shops and business you add to neighbourhoods the more problems with noise complaints, living standard and quality you have. This area has been a nice RESIDENTIAL area and we do not need shops and bars that will attract intoxicated and suspicious people. Adding more traffic increase safety hazards. Please bear in mind we would like to have our neighbourhood safe and private and RESIDENTIAL with greenery as it is. Thank you.

have made some suggestions to improve safety of cyclists in sections where I appreciate a dedicated cycle land cannot be installed, for any pavement expansions I think it would be a good idea to have these as a shared pedestrian walkway and single lane cyclepath that would reduce cyclist and motorist congestion

I only support, rather than strongly support, the proposals due to a few significant issues:
On Lower Road between Rotherhithe Roundabout and the edge of Southwark Park, it is too difficult for cyclists to cross between the cycleway and buildings and side streets on the opposite side of the main road. It would be better if pedestrian crossings on this section were modified to allow cycles to cross legally at the same time.

All junction approaches with advance cycle stop lines must have an early release green light for cycles to ensure less experienced cyclists can easily traverse the junctions.

The junction next to Surrey Quays station's entrance should allow for cycles to turn from the cycleway from either direction into the segregated cycle track at the top of Hawkstone Road.

The current bus access into the car park of Surrey Quays Shopping Centre should be maintained for cycles only to allow for direct access to the busy amenities in the shopping centre and at Canada Water station, such as the Decathlon sporting goods store. It is annoying and unnecessary to route cyclists the long way around via Plough Way and through time-consuming traffic lights when this solution is easy and possible.

Cycle access from cycleway 4 to Cope Road and the shops on the western side of Lower Road should be maintained, with the pedestrian crossing north of the bus stops made a toucan crossing for this purpose.

At the MAJOR Lower Road/Evelyn Street/Bestwood Street junction, a separate cycle turning phase should be provided with separate cycle signals and a waiting pocket, similarly to the junction of Lower Road and Surrey Quays Road. A shared space and toucan crossing solution is simply inappropriate at a junction this busy.

The advanced stop line at the end of Bestwood Street should definitely incorporate an early release green light for cyclists so that less experienced cyclists have time to join the cycleway. To this end, it is ESSENTIAL that a gap in the kerbline separating the cycleway be opened up so cyclists from Bestwood Street can easily enter the cycleway.

Close attention must be paid to ensuring that drivers follow the 20 speed limit. If they do, it can be very nice here but I worry that many won't. The 20 limit must be strictly enforced and strongly encouraged by the street design. Drivers' adherence to the limit must be regularly monitored to make sure enough

is done to ensure motor traffic drives slowly here.

The cycle route from Oldfield Grove MUST NOT be diverted. This is a very important cycle route from South Bermondsey (soon also the New Bermondsey development) and the Quietway 1 cycle route. Direct and easy cycle access from here to the proposed cycleway 4 and the amenities at Surrey Quays and Canada Water must be maintained.

Ideally, there should be a cycle only traffic light and stop line which is only triggered in the presence of a cyclist waiting to cross. This would be just like the junction of Mawby Road, Glengall Road and Old Kent Road, next to the Old Kent Road ASDA supermarket and Burgess Park.

Believes that scheme will not improve safety

overall support for the proposals except for Rotherhithe Old road, which makes it more dangerous for pedestrians and is not an improvement for people on bicycles.

I genuinely think that your proposals will lead to dangers to public health. I really do not understand the need to have a two way road going up Lower Road. I agree with the need for a dedicated cycle lane but fail to see the advantages of having two way traffic down an already busy road.

This is not environmentally friendly, nor sustainable development of the area. Frankly, this plan is ill-thought through and an embarrassment to the area. You are meant to serve your residents, not place them in more danger and speaking personally, this plan would impact severely on my health.

This was tried many years ago and failed as being very dangerous - taking to consideration that this was the view when there was a lot less traffic it will be a lot worse now. Two-way traffic for anything should not happen

Just sick to death with these so called road changes around London which have caused more fatalities than ever ,& you say it's improvement for who ?not us who live here it's for the elite cyclists who live in Greenwich & Blackheath

Stop making our lives a misery by these constant changes that make travelling around our city more difficult increasing our journey times and creating more pollution then there is at moment by creating more traffic jams and increasing emergency response times

Southwark is so far out of touch with residents:

- you are trying to build a cycle path to a bridge that you aren't delivering.. so complete waste of time
- you are overlooking the years of disruption to residents you have blocked us for months due to work at the tunnel, followed by Lower Road changes.. we are literally being treated as 3rd world citizens
- you overlook the need for a reliable bus service why not one on a loop around the peninsula?

Southwark should be improving access why not open south sea road so people can get off the peninsula without going through bottle necks. Use some imagination

- finally and most serious the very real and truly scary / dangerous situation of street racing on B205 Salter Road. When will the Council / Police implement some form of traffic calming / lights that turn red when exceeding the speed limits. Buses regularly travel at 40mph in the 20, cars at 60 mph and worse it's all around the Redriff Primary school and Lavender pond when children are travelling to school. If the Council understood or cared about residents the issues would be fixed locally not some grand plans with no benefit and only negatives.

People some with disabilities need to get about deliveries plus emergency vehicles every one trying to go electric very expensive

The cycle route from Surrey Quays definitely requires safety improvements.

It is great to see new cycle ways being created but I am not clear on how much thought has gone into addressing existing pedestrian risk in this proposal and it is unclear how the mixed pedestrian/cyclist areas will work in practice.

It may work out to be a good traffic system. However, I have a number of safety concerns for cyclists, pedestrians and motors in as much as there are too many cross over points. There have been few accidents / fatalities in this area with cyclists or pedestrians. These proposal will create more opportunities for cyclists to clash with pedestrians and vehicles.

If works are completed together this will leave residents on the Rotherhithe peninsula very vulnerable to accessing emergency services.

This area is one of the many main arteries into London; an accident / closure of any of the major river crossings will bring the area to a standstill more than it already does.

I strongly support the creation of segregated cycle paths, as both a cyclist and a motorist. I believe these plans are a good start but could go much further. These plans don't really do anything to discourage car use which should be an aim as this is something that will drastically improve air quality.

I also am unsure of the logic stating that narrower roads will be beneficial to cyclists as if cyclists and motorists are sharing space on narrower roads this will result in less room for cars to pass cyclists safely.

The impact on local residents are very much a detriment in respect of their health and ease to move around. No direct access to the cycle way, significant increase in air pollution putting residents at risk of sickness AND DEATH, no direct access from estates to local buses causing them to cross major roads and in some circumstances in affect causing them to be housebound.

The proposals do not take into account proposed new builds around the one way system at Oldfield Grove, Bush Road, Rotherhithe New Road as well as the vast new builds in Lewisham and Canada Water Master plan. Your counter argument suggests there will be no parking however this will merely increase the use of delivery vehicles for food and white goods increasing congestion further.

This will be death trap in respect of lay out as well as air pollution

I think the plans for the northern end of Lower Road are ridiculous considering the width of the road, also, I thought that that trees help to improve air quality, cutting down mature trees and planting saplings does not help at all. There are a number of elderly people living along Lower Road, as well as young families using the leisure centre and attending the local primary school, they will find it extremely difficult to move freely on Lower Road, due to the number of cyclists expected to use the road at peak times and also the speed at which they cycle at. It is bad enough now where they do not observe red traffic lights and zebra crossings are non-existent to them. It is disgraceful that such a cavalier attitude is being taken by TFL to implement a policy where they assume one size fits all. Lower Road is a highly residential area where there are many people gathering at times for events in the parks, at the school and other gatherings and TFL is hell bent on making the already cramped space even smaller and narrower leading to potential accidents and also taking away existing safety measures that were implemented after accidents happened in the past. I have not said strongly oppose because south of Hawkstone Road, I don't travel much in that area but if I did I would strongly oppose. I also saw that TFL or Southwark Council said that these proposals help BAME, can't see how, would love to read the reasoning rather than just the sweeping statement.

Section 7/8 is the only section where residents parking is removed and which affect the residents directly.

Pollution / Traffic / roads becoming more dangerous and heavy traffic will have an effect on the period houses in the area and will affect families, children crossing roads, the care home and older people needing to use the road if a two way system is introduced.

The implementation of Cycleway 4 is welcome, as it provides safe, dedicated infrastructure for cyclists. The improvements to bus journey times are also welcome. It is, however, disappointing that cycle journey times are only marginally improved, with some journey times reducing. The cycle lane also seems more geared towards commuters rather than Rotherhithe residents.

How does the movement plan improve pedestrian journeys? Better connected routes? Clearer routes? It does not improve the poor pedestrian crossing facility from Lower road/Surrey Quays Road across to the park/Gomm Road, which has to be done in three stages, and still will be in future.

How does the plan address road safety record and reduce injury collisions? Not really clear what measures are proposed to improve road safety other than replacement of zebras around Lower Road with traffic signals. Signals mean pedestrians lose a degree of priority over zebras - will have to wait longer to cross.

For general traffic, there is a clear contradiction between Southwark's 'Movement Plan' objectives to "improve road safety, reduce traffic and congestion, improve air quality" when there are modelled increases in journey times/congestion and queue lengths in the tables and simulation videos on and off the Lower Road corridor.

There are alarming queues in the simulation video in the AM along Salter Road/Redriff Road towards Lower Road? Are these accurate? If so, why do they not appear in the 'journey time' tables so we're clear what the delay will be?

Why the need for signalised junctions to replace the two roundabouts planned at Surrey Quays Road/Redriff Road and Redriff Road/Quebec Way - these junctions do not have a poor safety record. Will result in delays to journey times for all road users including buses and cycles. They are not shown on the micro-simulation videos either (still show roundabouts), why not?

Will Deal Porter's Way be severed as a through route to stop rat-running traffic avoiding the delays on Lower Road from the bus/cycle only section?

What monitoring/review of built scheme is proposed?

Fundamentally, there will still be significant traffic congestion, making it unlikely to reduce air pollution. This is particularly disappointing given that Rotherhithe Primary School already experiences illegal levels of air pollution (<https://www.southwarknews.co.uk/news/rotherhithe-primary-pollution-goose-green/>).

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Segregated space for walking, cycling & driving

Comments and or suggestions

Happy with proposed segregated facilities

I cycle to work near Cannon Street and I live in Greenwich. I cannot express how excited I am about the new CS4 route, it will not only make my journey safer, but also hopefully faster! I sometimes cross the river at the Greenwich foot tunnel and join CS3 to get into the city and it is obvious that the foot tunnel is at high capacity and cyclists crossing the river are cycling through the tunnel and putting pedestrians at risk. CS3 is also at high capacity and cyclists often have to wait 2-3 turns to get through traffic lights at peak times which encourages people to jump the lights, bringing them into conflict with traffic. CS4 is badly needed to make the foot tunnel and CS3 less congested and safer. More importantly, all the cyclists that use the southern route into the city will have a safe route to use and this will increase the number of cyclists and hopefully reduce the number cars on the road.

Segregation very important for cycle safety. And promotes cycle use along the route, assisting cleaner streets.

Separation of bicycles and cars on this road will help free up traffic, especially around Rotherhithe New and Old road, keeping bicycles to Lower Road

Overall strongly support the need for safe cycling facilities, in the form of segregation and priority

The segregated cycle lanes are very welcome, and appear to be designed well. I have a few minor concerns about how intuitive the new road layout will be to drivers as commented in the previous sections, but overall I think the flow of traffic will be improved.

We desperately need these changes. I cycle that route daily and it is dangerous. Drivers are very impatient and get aggressive in the rush hours down to congestion. HGV's use this route also and the

streets are just too narrow for them to take evthing into consideration before manoeuvring. Separating cyclists and cars will increase safety and make the journey more enjoyable, this will encourage people to get out of cars and get on bikes reducing congestion.

The success of the segregated cycle lanes along The Embankment and Blackfriars Bridge show how new people can be encouraged to travel by bicycle if segregated space is made available. Segregated continental cycle lanes, such as those proposed, are extremely important and I strongly support these proposals.

Cyclists will not only benefit, but the general streetscape will be massively improved by reducing the dominance of motor traffic. Furthermore pedestrians will benefit from less motor dominance, improved road crossing points more pleasant environment.

As a Greenwich resident I would cycle to Rotherhithe and Southwark if there were a segregated cycle path. The area is too traffic filled at present so measures to make walking and cycling safe and pleasant are welcome.

My girlfriend and I would cycle more if you built a cycle route that was separate from lorries, buses etc.

I might pluck up the courage to ride a bike if you make a separate bike lane!

Roads maintenance could be improved, so the introduction of dedicated cycle lanes would improve the journey but also the safety as the roads are congested and some vehicles speed, and do not leave enough room between vehicles and cyclists.

My partner cycles to work every day, and every day at the back of my head, I worry that he is not going to come back alive. He is an experienced, careful, considerate and assertive cyclist, but parts of this road are extremely hostile and unpleasant. Please build this protected bike track ASAP

London needs to make roads safer for cyclists by keeping them separate from vehicles as much as possible. I think car traffic should be reduced in London as much as possible in favour of public transport, cyclists and pedestrians with allowance for delivery vehicles needed for shops (perhaps a certain time of day for delivery vehicles).

I strongly support the creation of segregated cycle paths, as both a cyclist and a motorist. I believe these plans are a good start but could go much further. These plans don't really do anything to discourage car use which should be an aim as this is something that will drastically improve air quality. I also am unsure of the logic stating that narrower roads will be beneficial to cyclists as if cyclists and motorists are sharing space on narrower roads this will result in less room for cars to pass cyclists safely.

please make the road safer for vulnerable road users and residents.
reduce pollution and congestion by reducing motor vehicles.
install segregated infrastructure

As a cyclist, pedestrian and car driver I agree with the changes. It appears that for someone using plough way the fact that lower road is now two way will not actually change anything as we will still need to do various extended routes around lower road to get into plough way. However, I am happy for this additional time in the car if it means we have a safe and segregated cycle way. Parts of the lower road route are some of the scariest to cycle along on my journey home and it will be much safer and will encourage more cycling to have these segregated routes. Thank you.
Please can you ensure there are enough new bike parking options on lower road as currently very limited spots along the road.

I strongly support a new cycle route for the area.
However I strongly oppose a plan which increases vehicle congestion. This will affect air quality and therefore the health of local people and travellers.
It should be made possible for vehicles to travel as quickly and safely as possible from Rotherhithe roundabout to Deptford. I think the main Road should be open to two way traffic all the way. If necessary the cycle route could be diverted rather than the vehicle route. We already suffer from regular severe traffic congestion around the one way system.
Also I would like to know how a vehicle can travel from Redriff Road to Plough way simply please?

Better walking and cycling facilities in long run will provide healthier living choices and hopefully will be inspiration for less cars on road making pointless automotive journeys

Suggestions to improve segregated facilities

On Lower Road, this is fantastic. Great high-quality infrastructure. (With the exception of the junction with Surrey Quays Road where the junction is in no way fit for pedestrians and looks like something from the 90s). With regards to the streets surrounding Surrey Quays, the attempt to remove the race-

track-style gyratories is great, but the proposal has stopped short from making them usable/friendly to cycle for all sections of society. You've just dumped people cycling off a fantastic segregated cycle track into the middle of streets that will still be dominated by fast-moving vehicle traffic. Unless these streets have the traffic speed and volume radically reduced through filtered permeability they MUST have segregated cycle facilities. Especially galling is the severance of the existing and established cycle route (425) from Oldfield Grove. This must be retained and a safe/segregated link from here to the cycleway on Lower Road be provided. Cycle routes like that on Lower Road cannot stand in isolation and must be woven into the existing cycle network to succeed in creating a city/neighbourhood where it's truly possible for all sections of society to travel by bike.

There are several sections where pavements are extended for some sort of notional public realm benefit when in reality the space is valuable and should be used to increase the segregation of people on cycles from other vehicles

Strongly support:

- segregated cycleways
- more pedestrian crossings
- more double yellow lines

I have to take asthma medicine every day because of the poor air quality in London. When I lived in Cambridge I didn't need inhalers, now I need to take 4 a day. I will support any steps you take that help improve air quality in the long run.

These proposals are absolutely essential to encourage cycling/walking, and discourage driving.

Everyone I have spoken to locally is very supportive. I am part of the core volunteer team at Southwark parkrun so I know hundreds of local residents! Most of them will not get round to filling out this consultation. But I can promise you everyone I have spoken to has been thrilled to hear about these plans. We want this implemented as soon as possible!

The cycleways will be much cheaper to maintain if they are properly segregated with no lorries and buses are driving on them!

Please also make sure the cycleways are well signed so pedestrians don't accidentally walk into them without looking.

Strongly support the separated cycle lane, although it would be good to extend it to Bush Road and Rotherhithe New Road

Segregating cyclists will protect from traffic and hopefully encourage more. The lanes need to let faster cyclists overtake so they can still commute at the same speed and let others go at theirs. It's much safer without the two-lane one way sections. Although I would miss passing the Bush Road sign changed to Malibu and Laurel Canyon, which still makes me giggle.

Encourage community feeling

Comments and or suggestions

We have to move to a more cycle friendly city, less cars and a greater sense of community and health.

Station overcrowding & accessibility

Comments and or suggestions

Overall these are very impressive with lots of priority given to walking, cycling and buses as it should be. I wish there could be more to reduce rat running through the residential areas as that would make it easier for children and families to get to the cycleway on their bikes.

We will need to see a proper plan for cycle parking at surrey quays. I imagine lots more people will want to cycle to the station now and there is nowhere near enough high quality cycle parking - can we have some sort of cycle store system where bikes are secured?

I really wish that Southwark would hurry up and build this high quality walking and cycling infrastructure, the cycleway 4 is already being built so we need to get a move on!

More safe cycleways please!

More road closures to reduce rat running on residential streets please!!!!

Great proposal - this will enable a lot of people to cycle all the way to Lancaster gate from Greenwich - a lot of pressure on the tube, bus, and road will be reduced.

Things to see and do

Comments and or suggestions

I really appreciate all the work that has been done in developing these proposed routes for both cyclists and cars alike, improving traffic flow and road user experience in the process.

From the perspective as a regular cyclist, having utilised the cycling networks throughout London, any extensions/ongoing improvements are of significant benefit to the environment and to people's health. However, I would also add that the destinations themselves between these improved connections need to be addressed:

For one, the Southwark Park Athletics track redevelopment has not yielded benefits for anyone other than a handful of dedicated athletes. My dad walks through that park every day on his way to The Blue and has hardly seen any life on that track, bar the occasional school sports day, and in 30 years it will look the same as it did before with lychee on the outside sections of the track through lack of usage.

Improving connections from Canada Water station towards Southwark Park are also wonderful but I think of what my dad also says, allowing the lido to fall into disrepair - to the point of dereliction and then ultimate demolition was a grave error.

Anyone going to Brockwell Park can see what an error of judgement getting rid of the Southwark Lido was. Could not a large, child-friendly and shallow version with water jets be proposed (similar to at Battersea Park) so that parents without a lot of money (or time to get to the seaside) can get some much-deserved respite from the heatwave. This would ultimately get many people walking towards the park along these proposed improved connections, using the new coffee shop on the lake to boot.

Furthermore, I was really disappointed that the Brunel Bridge proposed from Rotherhithe to Canary Wharf has not been given the green light - this would ultimately have got many more people (other than those just resident on the Rotherhithe peninsula) utilising the new proposed cycle routes. This would have slashed pedestrian and cycle journey times from destinations to the North/South/East/West on one of the more meandering sections along the Thames, indeed the most so in central London.

From the perspective as a resident, living near the speed camera on Redriff road, I'm not sure what can really be done about speeding cars/bikes along Redriff/Salter Roads. Cars and Motorcycles regularly manipulate the speed camera by speeding up to it, breaking hard then ultimately flooring their accelerator away again.

There is also a problem of cars parked on the grass verge by the new Nisa store on the corner of Quebec way and the ongoing saga of parking alongside Peter Hills school since all the new flats were built by the old Fisher Athletic pitch without adequate parking provision.

Traffic reduction

Comments and or suggestions

Opposed to increases in traffic at side roads

In general I support the proposals as these will improve the public realm (which is very poor in this area) and improve safety for cyclists.

I am concerned about the increase in traffic in particular along Bush Road and Bestwood street as per the traffic modelling and wonder if the significant priority to reducing traffic along the _entirety_ of Lower road is so justified (the section north of Plough Way is more justifiable, but perhaps some more traffic could be diverted via the section south of this). I'm worried about the implications for air quality. Driving between Redriff Road and Plough Way will now be much more circuitous, needing to loop around Bush Road, and the opposite direction will be pretty much as longwinded as it is at present - will any consideration be given to permanently opening up the back route via Rope Street which connects these roads via a completely alternative route? I appreciate that increasing traffic through there is not desirable and that the quietway 14 route may be nearby, but with some careful planning this could be a very attractive option and could mean that some of the traffic would divert away from the lower road area, indeed perhaps even northbound traffic would divert even earlier along Evelyn Road, which would undoubtedly improve traffic flows through Lower Road. Keeping the direction of Cope street the same as present (see my comment on this section) would at least help to some degree.

I am disappointed about the lack of integration with the wider Canada water masterplan. One of the key points of this was opening up access to Southwark park from the Canada water area (all the way through to Russia Dock woodland ideally) and this really seems to be lacking in these proposals. I

appreciate the masterplan is still a work in progress but it seems that actually the parts of the development which are closest to the cycleway are those which have had most detailed planning permission submitted. I hope the cycleway (etc) plans will be revisited to create a more joined up 'green highway' with good routes for walking and cycling to/from Southwark park particularly at the Surrey quays overground station junction and also the junction with Gomm Road.

My principal objection is the apparent intention of lessening traffic along a number of roads at the expense of increase it along Plough Way. Plough Way needs less, not more traffic.

Some of the proposals here look great. BUT the sense i get from these designs is that you are making these changes with those people who are commuting through this area either by bike, car or public transport in mind rather than those who live here.

I live locally and I very much get the sense that this whole area is designed for those who are travelling through it rather than the people who live here. I'm afraid that from what I can see from these new designs your focus is on traffic, not the local residents.

The idea of more traffic on my road, and with it more pollution and more dangerous roads for my children makes me really sad.

I would be happy to be involved in further research around this project. Here is my email in case you don't capture it at the end of this form. nick.lockington@gmail.com

I live on bush road and I am extremely concerned about the effects on our health from the amount of traffic on our road already, to then make it a two way street and have even more traffic is a very worrying health concern. This is all to ease traffic elsewhere but at the expense of our lungs!

As a cyclist I am firmly in favour of the Cycle lane. However as a motorist living in Rope Street off Plough Way I must object to the current plans. This is because the current two-way plan would make it very difficult to access the Rotherhithe peninsular or Greater London without adding significant time to a cars journey for local residents in the Plough Way/ Rope Street area, especially at rush hour.

My main concerns are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system from Rope Street. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus/cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

Supports proposed traffic improvements

According to the planning map there is a goal of improving both the security of the cyclists and the conditions of the roads` ways. This would be a good thing to ease the traffic and avoid traffic congestions.
Separation of bicycles and cars on this road will help free up traffic, especially around Rotherhithe New and Old road, keeping bicycles to Lower Road
London needs to make roads safer for cyclists by keeping them separate from vehicles as much as possible. I think car traffic should be reduced in London as much as possible in favour of public transport, cyclists and pedestrians with allowance for delivery vehicles needed for shops (perhaps a certain time of day for delivery vehicles).
More provisions for pedestrians and cyclists is great and much needed. Hopefully these proposals will lead to a reduction in traffic in the area that will not only benefit those using public transport as well as those walking and cycling, but it will also help reduce the dangerous levels of air pollution in the area.
Removing the one way system is good for safety, traffic reduction, air quality and quality of life for local people and visitors alike
I think it is laudable that Southwark Council is taking measures to encourage walking and cycling in the Borough, and I hope that there will be many more such schemes! I would gladly suffer some small inconvenience when driving for the sake of safer, more pleasant routes for sustainable transport. I hope that this approach succeeds in reducing traffic via a reduction in the number of short distance journeys taken by car.
General suggestions
It would be nice if this area would remain more residential than some business/entertainment hub. The focus should be living quality and from previous experience the more shops and business you add to neighbourhoods the more problems with noise complaints, living standard and quality you have. This area has been a nice RESIDENTIAL area and we do not need shops and bars that will attract intoxicated and suspicious people. Adding more traffic increase safety hazards. Please bear in mind we would like to have our neighbourhood safe and private and RESIDENTIAL with greenery as it is. Thank you.
The more safe cycling spaces in a horribly polluted part of London would make all the difference. There should also be measures to reduce the amount of traffic in the Rotherhithe Tunnel as this is a major choke point and has a hugely detrimental effect on air quality.

Accessible for all

Comments and or suggestions

Oppose scheme due to exclusion of wheelchair accessible taxis

London taxis should be given full access they are the only 100% wheelchair accessible form of public transport, yes they are public transport

Mainly you are excluding London's only door to door Wheelchair accessible Taxis
Which means you are discriminating against the disabled and elderly who rely on the world's best taxi service

While it is true that traffic will be slowed down by these proposals, I believe that the problems will simply be displaced. traffic will be coming from more directions, with the potential for confusion. Also from experience in other areas, traffic is likely to slow to a crawl, increasing pollution in the streets concerned. As I mention earlier, this scheme will benefit the fit and able, and disadvantage those with mobility issues.

I don't believe that you will stop the scheme because of this view, but I do ask that taxis are permitted access through the bus and cycle lane on Lower Road to mitigate this.

It is important that licenced black taxi have the same access as buses. They are all wheelchair accessible and provide an essential service to disabled and elderly members of the community.

As a taxi driver I know the importance of being able to have access to London's roads. It letting taxis through lower road could be damaging to local businesses and very difficult for disabled people. I also feel that the roads don't have the space for the cycle lane and will cause loads more traffic, especially around the already congested tunnel area. I also believe the lanes will be empty all day as I drive through this area a lot and you only get cyclists in the morning and evening rush hour.

I think the full access from Ann Moss Way to Lower Road is a good idea as it stops the need to go to roundabout & come back. However as a London taxi driver who transports passengers & disabled

passengers the same as buses do, I feel there is an anti-Black cab agenda with these consultations and it's a shame. There seems to be a pattern with consultations from Camden council & TFL leaving London Taxis out from proposals, why this is I don't know? But London Black Cabs are a British icon, we've been around longer than buses, we do same job as buses transporting the public to & from their destinations, we should have same access as Buses to all roads & junctions in London, we've earned that right, thank you

As a Taxi (Black Cab) driver and a member of the ITA, I find it incredulous that you again omit wheelchair accessible, door-to-door Licensed London Taxis from your scheme.
We will protest and block these roads every weekday 4pm to 7pm.
We have disabled groups backing us, and we will get local residents on our side too.
No surrender!

Unless you allow black London taxis access (considering we are 100% wheelchair accessible and need to be able to safely get wheelchair bound passengers to their destination) I strongly oppose these changes.

Hackney carriages are Public transport and are 100% wheelchair accessible.
REALLY DO I HAVE TO SAY ANYMORE!!!!

Some elements could be supported.

Excluding Licensed Taxis is not acceptable as this will discriminate against the elderly and disabled.

There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination.

This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.

There is an excessive use of banned turns and this does not encourage support from local residents who seem to have been overlooked in place of cyclists who use this area to travel to and from work in rush hour

I am disabled and only use black taxis. they need access TO ALL BUS LANES

It will increase traffic and pollution, also makes it harder for disabled people who rely on taxis increasing the fare

I strongly oppose the exclusion of taxis from the bus and cycle lanes as I have kids in buggy's and rely heavily on them, if they are included the plans get my full support, please include them

Because it's going to cause congestion in the area thus causing pollution and make it harder for some people to get to work which causes stress and also it seems to me that taxis aren't being given access to these bus lanes so disregarding disabled people whom taxis could be their only mode of transport and in TfL's strategy they shouldn't be causing disabled people journeys to cost more or take longer time than necessary

Continued Taxi access is imperative for the disabled and vulnerable!

I think the plans for the northern end of Lower Road are ridiculous considering the width of the road, also, I thought that that trees help to improve air quality, cutting down mature trees and planting saplings does not help at all. There are a number of elderly people living along Lower Road, as well as young families using the leisure centre and attending the local primary school, they will find it extremely difficult to move freely on Lower Road, due to the number of cyclists expected to use the road at peak times and also the speed at which they cycle at. It is bad enough now where they do not observe red traffic lights and zebra crossings are non-existent to them. It is disgraceful that such a cavalier attitude is being taken by TfL to implement a policy where they assume one size fits all. Lower Road is a highly residential area where there are many people gathering at times for events in the parks, at the school and other gatherings and TfL is hell bent on making the already cramped space even smaller and narrower leading to potential accidents and also taking away existing safety measures that were implemented after accidents happened in the past. I have not said strongly oppose because south of Hawkstone Road, I don't travel much in that area but if I did I would strongly oppose. I also saw that TfL or Southwark Council said that these proposals help BAME, can't see how, would love to read the reasoning rather than just the sweeping statement.

This response is on behalf of RMT London Taxi Drivers' Branch

RMT oppose the proposals as taxis are excluded from the scheme allowing buses only along Lower Road between Rotherhithe Old Road and Redriff Road.

Taxis 'Ply for Hire' are the only publicly hired vehicles on the road. Taxis have full disabled access and are fully wheelchair accessible. Taxis transport elderly, disabled, young mothers with prams, those within protected groups and other vulnerable persons. Those within these groups are protected within the Governments Inclusive Transport Strategy.

RMT are concerned that 'some vehicular journeys will be longer' which means excluding taxis from the scheme will make taxi journeys in the area longer leading to higher fares.

This risks putting Southwark in contravention of the Governments Inclusive Transport Strategy (ITS), which we would like to draw your attention to. Particularly section 4.21 of the ITS which states in regard to taxis 'that the means of hiring them is accessible, that passengers can be picked up or dropped off at a location convenient to them, and that no disabled person is ever left at the kerbside or charged extra for their journey.

Clearly if taxis cannot use the available road space longer journeys are inevitable, higher fares are inevitable, the accessibility for hiring is compromised and passengers may not be dropped or picked up at a location convenient to them.

We strongly urge Southwark to allow taxis proper access to all available road space within the borough.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Suggestions to improve accessibility

Please can you also make it accessible for cargo bikes and child carrying bikes?

Please make the new cycleway suitable for larger bikes eg child cargo bikes.

Women under-represented at present because we don't feel safe. Hope you can remedy that.

Please be aware of the access needs of Blind and Partially Sighted people.

People some with disabilities need to get about deliveries plus emergency vehicles every one trying to go electric very expensive

Scheme will have negative impact on accessibility

New unnecessary crossing.

Increase in air pollution, due to stop/start traffic.

Light and sound pollution.

Difficulty with anyone needing to stop outside our house with delivery's or transporting items from our property to our car.

Difficulty for people with mobility issues such as my husband and visitors coming to our home.

Any public vehicle would be breaking the law to stop there.

Impact on the elderly residents of Rose Court.

Double yellow line would mean no parking.

No vehicle would be able to stop legally along Lower Road.

In overview we see the proposals as making unnecessarily fundamental changes which will have a significantly detrimental impact to the quality of life to the local community.

We feel that the proposals would cause the quality of our day to day life to diminish significantly, especially in the context of my partners disability.

We also see the proposals will add to noise and air pollution in the area and feel that a two way system is most likely to increase congestion. We see current levels of congestion often manifest into aggressive vehicle and cyclist behaviour. So would therefore anticipate an increase in such behaviour arising from the proposals.

We do understand that in the light of the current situation and the scale of development taking place in the area that the traffic plan needs to be reviewed. Our suggestions would be that Lower Road be kept one way single lane and that room is retained for bus/cycle lane and also parking.

Overall i think it has been ill thought through. It does not meet your objectives, is likely to have a significant impact on residents, specifically the elderly or those with disabilities, is likely to increase road traffic, congestion and result in poorer air quality and a significant impact on residents health (which should surely be at the forefront of your mind).

Finally, as a resident I was appalled to find out about this from my neighbour. Fortunately, she has received a letter from Southwark, however i was not given the same courtesy and have received no correspondence from the council. I therefore wonder how many other residents have not been informed or allowed to comment, thereby making this a null and void consultation? I do question whether you are upholding your statutory requirement in holding this consultation without informing residents, and would ponder the result of a subsequent judicial review.

As a disable person reliable on my car and London taxis I feel this will make my commute longer and also not allow me to move freely. I'm unconvinced cycle lanes work, I'm yet to see one used efficiently throughout the year especially when it's raining. You only have to look at the mess of Victoria Embankment.

My mum has told me that the new proposals will be disastrous for her mobility

Scheme will have positive impact on accessibility

These proposals look like they'll make cycling much more attractive for those groups, the young, poor, old, who are currently excluded by modern road design.

Overall I think these are excellent proposals and will go a long way to improve every road users and pedestrians experience. It will improve air quality and help make it safer for the vulnerable road users.

As an ex London Taxi driver I used all these streets every working day. I'm also a cyclist so I view these proposals with a very experienced eye. I can see both sides of the coin.

These proposals should be applauded as they are well thought out and contain some extremely good safety features for our most vulnerable road users.

It's refreshing to see plans of this high standard that takes into account people on foot, on cycles and wheelchair users. For too long we have had planning that lets the car dominate which kills community space. This scheme could well have the potential to make people stop a bit longer to do their shopping, stop for a coffee and most importantly breathe new life into the area.

It will slow down traffic, that's obvious, but they used the same technique in Holland. If we can make the car an unattractive option then people will use public transport more and cycle more due to this excellent infrastructure.

This scheme is excellent.

Walking routes and wayfinding

Comments and or suggestions

It's important to have this leg of CS4 completed. As an added bonus there is better pedestrian access to Southwark Park and connectivity to Surrey Quays Station for pedestrians.

The collection of schemes being considered do omit the Northern part of the Rotherhithe Peninsula.

This area also needs to benefit from improved cycling and walking options.

Water fountains

Comments and or suggestions

I really appreciate all the work that has been done in developing these proposed routes for both cyclists and cars alike, improving traffic flow and road user experience in the process.

From the perspective as a regular cyclist, having utilised the cycling networks throughout London, any extensions/ongoing improvements are of significant benefit to the environment and to people's health.

However, I would also add that the destinations themselves between these improved connections need to be addressed:

For one, the Southwark Park Athletics track redevelopment has not yielded benefits for anyone other than a handful of dedicated athletes. My dad walks through that park every day on his way to The Blue and has hardly seen any life on that track, bar the occasional school sports day, and in 30 years it will look the same as it did before with lychee on the outside sections of the track through lack of usage.

Improving connections from Canada Water station towards Southwark Park are also wonderful but I think of what my dad also says, allowing the lido to fall into disrepair - to the point of dereliction and then ultimate demolition was a grave error.

Anyone going to Brockwell Park can see what an error of judgement getting rid of the Southwark Lido was. Could not a large, child-friendly and shallow version with water jets be proposed (similar to at Battersea Park) so that parents without a lot of money (or time to get to the seaside) can get some much-deserved respite from the heatwave. This would ultimately get many people walking towards the park along these proposed improved connections, using the new coffee shop on the lake to boot. Furthermore, I was really disappointed that the Brunel Bridge proposed from Rotherhithe to Canary Wharf has not been given the green light - this would ultimately have got many more people (other than those just resident on the Rotherhithe peninsula) utilising the new proposed cycle routes. This would have slashed pedestrian and cycle journey times from destinations to the North/South/East/West on one of the more meandering sections along the Thames, indeed the most so in central London.

From the perspective as a resident, living near the speed camera on Redriff road, I'm not sure what can really be done about speeding cars/bikes along Redriff/Salter Roads. Cars and Motorcycles regularly manipulate the speed camera by speeding up to it, breaking hard then ultimately flooring their accelerator away again.

There is also a problem of cars parked on the grass verge by the new Nisa store on the corner of Quebec way and the ongoing saga of parking alongside Peter Hills school since all the new flats were built by the old Fisher Athletic pitch without adequate parking provision.

Wider and well-maintained pavements/walking routes

Comments and or suggestions

Overall, they look great. It would encourage more cycling and walking and reduce the use of cars. Pavement widening and green spaces are vital to further reduce air pollution and increase those exercising on their way to work. Please do it!

I really love how thoughts out this seems to be.

As someone who does drive but also walks and cycles, I really believe London can and should be a cycle/pedestrian first city, and it will make it more attractive, greener and safe for everyone. Big pavements, more trees and finding ways to reduce vehicle speed for example will improve the atmosphere and make the area much nicer to visit and live in. Hope this goes ahead

I strongly support the proposals on the basis of what they do for walking and cycling. It would be great to see more done in this regard; that includes not only building cycle lanes, widening pavements and improving pedestrian crossings, but also making driving less convenient.

I strongly support the increased provision of protected cycle lanes.

I am concerned that new parking spaces are being provided - these should be minimised or for deliveries/disables only.

I am concerned that cycle advance stop boxes are being provided where there are no protections for cyclists before or after the junction.

I would strongly support a reduced speed limit of 20mph, more pedestrian space and more green space.

Allow taxis

Comments and or suggestions

I think taxis should be allowed in bus lanes

London taxis should be given full access they are the only 100% wheelchair accessible form of public transport, yes they are public transport

Surrounding areas will be more polluted due to traffic diverting away from proposals.

Taxis should be allowed into proposal for local residents and Londoners to be able to navigate area and surroundings.

Stupid, unnecessary idea, but you won't listen and will do it anyway.

Hey ho

Mainly you are excluding London's only door to door Wheelchair accessible Taxis

Which means you are discriminating against the disabled and elderly who rely on the world's best taxi service

Where buses go taxis go

Taxis allowed access

Need to have full licensed taxis access at all times

While it is true that traffic will be slowed down by these proposals, I believe that the problems will simply be displaced. traffic will be coming from more directions, with the potential for confusion. Also from experience in other areas, traffic is likely to slow to a crawl, increasing pollution in the streets concerned. As I mention earlier, this scheme will benefit the fit and able, and disadvantage those with mobility issues.

I don't believe that you will stop the scheme because of this view, but I do ask that taxis are permitted access through the bus and cycle lane on Lower Road to mitigate this.

Allow taxis on proposed bus/cycle sections. Banning licensed taxis makes no sense and will make my commute more expensive.

Allow taxi access

TFL TOTALLY FAILING LONDON

WHERE BUSES CAN GO BLACK CABS NEED THE SAME ACCESS. WE DO THE SAME JOB IN GETTING LONDONERS AROUND

It is important that licenced black taxi have the same access as buses. They are all wheelchair accessible and provide an essential service to disabled and elderly members of the community.

As a taxi driver I know the importance of being able to have access to London's roads. It letting taxis through lower road could be damaging to local businesses and very difficult for disabled people. I also feel that the roads don't have the space for the cycle lane and will cause loads more traffic, especially around the already congested tunnel area. I also believe the lanes will be empty all day as I drive through this area a lot and you only get cyclists in the morning and evening rush hour.

Please consider London black taxis please

I think the full access from Ann Moss Way to Lower Road is a good idea as it stops the need to go to roundabout & come back. However as a London taxi driver who transports passengers & disabled passengers the same as buses do, I feel there is an anti-Black cab agenda with these consultations and it's a shame. There seems to be a pattern with consultations from Camden council & TFL leaving London Taxis out from proposals, why this is I don't know? But London Black Cabs are a British icon, we've been around longer than buses, we do same job as buses transporting the public to & from their destinations, we should have same access as Buses to all roads & junctions in London, we've earned that right, thank you

Where buses go TAXIS should go

Taxis are part of the transport network

Where busses have access , Taxis should have access

As a Taxi (Black Cab) driver and a member of the ITA, I find it incredulous that you again omit wheelchair accessible, door-to-door Licensed London Taxis from your scheme.

We will protest and block these roads every weekday 4pm to 7pm.

We have disabled groups backing us, and we will get local resident on our side too.

No surrender!

Licensed London taxis should be able to access all bus lanes and these works must not affect journey to me for road users. You just need to look at the mess and waste of money on other London road changes and not follow and make same mistakes use the money elsewhere.

Unless you allow black London taxis access (considering we are 100% wheelchair accessible and need to be able to safely get wheelchair bound passengers to their destination) I strongly oppose these changes.

Hackney carriages are Public transport and are 100% wheelchair accessible.

REALLY DO I HAVE TO SAY ANYMORE!!!!

Unless taxi access to all areas

Taxis have to access in conjunction with buses, it will only result in longer more polluting journeys for dropping or picking people up in the areas you want to ban taxis from. If taxis are allowed, some of the ideas you have are common sense and will make the area better to walk and cycle in so I agree with those parts

Some elements could be supported.

Excluding Licenced Taxis is not acceptable as this will discriminate against the elderly and disabled.

There is no rationale to restrict wheelchair accessible Black Cabs from using the proposed bus and cycle section only. You are again discriminating against wheelchair users and those with mobility issues by excluding publicly hired vehicles that are 100% wheelchair accessible and this is disability discrimination.

This part of the plan should be the same as Tooley Street, black cabs should be included in any access to bus lane's due to their need to be hailed.
There is an excessive use of banned turns and this does not encourage support from local residents who seem to have been overlooked in place of cyclists who use this area to travel to and from work in rush hour

It will just make the area more congested .

Black taxis should be able to go where buses go.

We as taxi driver use these roads taking passengers all the time, therefore it's important that like Bus London Taxis are also allowed to use these roads so that it doesn't cost passengers more money and time. Thank you

Although I support the scheme I think that London taxis should be allowed along with the buses.

Climate crisis happening NOW. You should have 50 similar schemes. Why are you waiting Southwark??

I am disabled and only use black taxis. they need access TO ALL BUS LANES

Why have you yet again not included Taxis

As an ex London Taxi driver I used all these streets every working day. I'm also a cyclist so I view these proposals with a very experienced eye. I can see both sides of the coin.
These proposals should be applauded as they are well thought out and contain some extremely good safety features for our most vulnerable road users.
It's refreshing to see plans of this high standard that takes into account people on foot, on cycles and wheelchair users. For too long we have had planning that lets the car dominate which kills community space. This scheme could well have the potential to make people stop a bit longer to do their shopping, stop for a coffee and most importantly breathe new life into the area.
It will slow down traffic, that's obvious, but they used the same technique in Holland. If we can make the car an unattractive option then people will use public transport more and cycle more due to this excellent infrastructure.
This scheme is excellent.

Agree to most, would just like to see taxi access to the 2 way proposed sections

Whilst I agree with cleaning up London's polluted air quality, let's not lose sight of the fact that this has been caused by mismanagement at Transport for London. London Taxis will need access to all areas of this new proposal.

I strongly oppose the exclusion of taxis from the bus and cycle lanes as I have kids in buggy's and rely heavily on them, if they are included the plans get my full support, please include them

Because it's going to cause congestion in the area thus causing pollution and make it harder for some people to get to work which causes stress and also it's seems to me that taxis aren't being given access to these bus lanes so disregarding disabled people whom taxis could be there only mode of transport and in TfL's strategy they shouldn't be causing disabled people journeys to cost more or take longer time than necessary

Where buses go so do taxis

It is so important that licensed black cabs are given access to the bus lanes as well.. the benefits to Londoners are significant whilst the additional traffic flow is minimal.

Continued Taxi access is imperative for the disabled and vulnerable!

Taxis need access to all bus lanes

Include taxis

Taxis are an important part of the transport mix and should be able to use the restricted section.

This response is on behalf of RMT London Taxi Drivers' Branch
RMT oppose the proposals as taxis are excluded from the scheme allowing buses only along Lower Road between Rotherhithe Old Road and Redriff Road.
Taxis 'Ply for Hire' are the only publicly hired vehicles on the road. Taxis have full disabled access and are fully wheelchair accessible. Taxis transport elderly, disabled, young mothers with prams, those within protected groups and other vulnerable persons. Those within these groups are protected within the Governments Inclusive Transport Strategy.
RMT are concerned that 'some vehicular journeys will be longer' which means excluding taxis from the scheme will make taxi journeys in the area longer leading to higher fares.
This risks putting Southwark in contravention of the Governments Inclusive Transport Strategy (ITS), which we would like to draw your attention to. Particularly section 4.21 of the ITS which states in

regard to taxis 'that the means of hiring them is accessible, that passengers can be picked up or dropped off at a location convenient to them, and that no disabled person is ever left at the kerbside or charged extra for their journey.

Clearly if taxis cannot use the available road space longer journeys are inevitable, higher fares are inevitable, the accessibility for hiring is compromised and passengers may not be dropped or picked up at a location convenient to them.

We strongly urge Southwark to allow taxis proper access to all available road space within the borough.

This would cause an already busy, slow gyratory into even more of a nightmare than it already is. Buses and cycles flow perfectly well with the existing arrangements. Please do not make the same mistake as at elephant and castle, (replicated at old st and Highbury corner by other councils) and go for this plan. It is obvious that squeezing the same amount of traffic into half the lanes is going to be disastrous for local traffic flow and air quality. Buses, cycles and taxis are able to use the current arrangements adequately. The obsession with impeding traffic flow in London for the benefit of cycling and buses ignores the effect it has on private journeys, the disabled travelling in taxis, and business deliveries. London will grind to a halt if this continues. If the proposals are implemented licensed black taxis should be included in the new section as they provide the only door to door service to the disabled and those with children or luggage. The council wisely included taxis on Tooley St eventually, please follow your own lead on that at the very least.

Taxi should be included in bus and cycle only areas

Lower Road between Rotherhithe Old Road and Redriff Road should include taxis.

Why are Licensed Taxi not included with Buses & Bikes. This was intended to happen at Tooley st and thankfully common sense prevailed. Let's hope you do the same here.....

Reply via email or letter

Clarity and awareness on how to share the road and mutual respect

I walk a lot-cyclists are often too fast and too close.

Cycle lanes in pedestrian areas only give cyclists a feeling of entitlement.

I have had many near misses due to cyclists speed and carelessness

Improve air quality

The Removal of Parking spaces between Plough Lane & Evelyn Street without any proposal of where any resident car owner can park being offered is draconian in the extreme! If the Cycle lane is to run on the current parking lane then service vans, and taxis etc must be able to stop. There is talk of the traffic being returned once more to a 2-WAY TRAFFIC! The reason for converting from 2 way to One way traffic taken in the past remains the same today! this part of Lower Road will be gridlocked ever day of the week! These Proposals will make a big negative impact on the value of our homes not to mention noise and pollution of standing buses and trucks etc crawling past us! The restriction imposed upon householders parking Off-road in their front gardens must be lifted also! I fail to see why the cycle lane should not pass along Plough Lane and then right down Grove Street to then join Evelyn Street? The the removal of the parking bay lane and the imposition of 2 -traffic is plainly vindictive at the expense of the residents of this section of Lower Road!

I have gone to see the plans to change Rotherhithe Old Road/ Bush Rd into a two way traffic . This is a unreasonable change. If you live, like I do on Rotherhithe Old Road you would know that we cannot even open the windows for air because of the pollution that the road traffic causes. My breathing and health has gotten worse and worse over the years. I am a building owner and making it two way doubles the traffic and the pollution and road grime.

You cannot consciously do this to the residence of the named roads. Hundreds of lives will be hazarded doubly impacted by this decision.

I would like to voice my concerns on making lower road two way. I live 254-258 lower rd. If it was 2 way traffic I think it would be much worse. We already have to put with lots of traffic ,pollution and noise as cars wait to move. If there is any issue with the Rotherhithe tunnel or Blackwall tunnel it is absolute gridlock. Also this part of the road is very narrow with cars parked on one side and a bus

lane. Is there any room for 2 way traffic.

With respect to the movement plan and in response to the changes in the Rotherhithe area:
In my opinion, I think it is very important to address the issue of air pollution with the view to enable people to lead more active lives, by providing better cycling and walking environments while maintaining and improving your current quality of life.

The streets around Southwark need to be planned a lot better. For example you could reach out to a company like Woodland Trust to request that they assess the roads and also the permeability. Tree lined streets create safer looking environments, assist with the issue of air pollution and can curb violence on the streets. They also create more scenic and attractive environments.

Crossing roads is easy and safe

Firstly well done LBS for recent road closures / mode filters along the Union–Newcomen St quietway, which is a key strategic cycle route & a vital part of the Zone 1 Grid; it is no longer a taxi rat-run and Newcomen is at last 2-way for cyclists. [Why not also The Cut ?

I strongly support the similar filters LBS propose on CS4 @ jct Clifton & Croft and at Oldfield.

The banned turns proposed @ jct Plough Way jct are vital for CS4 cyclists safety, and they will enable this key junction to operate efficiently for other users.

I trust all pedestrian crossings will be direct & single phase – not 2 or 3 phase staggered ?

Please note that cyclists also need to be able to leave / join CS4 safely at major jcts – not just travel along it – this requires 2-stage turns – but not as per CS6 where waiting cyclists are exposed to turning traffic; the holding area should NOT be in the middle of the road.

Overall this 'latest' design is very similar to that which was agreed between Southwark Cyclists and LBSouthwark 3 years ago – please implement it without any further delay.

Discourage car ownership and usage

Hello,

Quick feedback on the plans which I looked at online. I could not find the questionnaire to complete.

My views in brief:

- I am in favour of new cycle ways. The more the better, especially segregated ones
- Walking routes are great too.
- Private cars come last in my view, for a sustainable future and a livable city. It's too easy and cheap for people to choose to drive rather than other options. I say this as a car owner!

I am not qualified to assess the effects of the new 2 way street plate so I leave that to your experts

Easy and safe to cycle

Hi,

I missed the Friday closing date for this consultation. I support the proposals but, given that it's the weekend and you won't have started to analyse the responses yet, wanted to raise one point that wasn't clear from the documentation provided.

As well as cyclists on CS4 from Deptford and Greenwich, there will be a significant number of cyclists from the New Cross Gate area seeking to join CS4 near Surrey Quays station. They will travel on the cycle path between Millwall FC and the SE London Combined Heat & Power Plant, before joining Somerfield Street, which becomes Oldfield Grove.

The consultation document isn't clear on precise plans for the junction between Oldfield Grove and Rotherhithe New Road (other than that it will be closed to vehicles), and it's unclear what provision there will be (in either direction) for safe cycling between there and CS4.

It seems to me that getting these arrangements right will be critical to ensuring safe cycling for those

coming from/to New Cross Gate and I would welcome an assurance that you will consider this carefully as part of your next phase of work.

Given the potential significant impact on LB Lewisham residents, I am copying this message to them. I hope the above makes sense, but am of course happy to provide more information

Good Day

I attended the consultation at Bacon's College last month and have tried to get my head round the proposals.

On the proposal for two-way working on Lower Road, I think it's a brave attempt to improve movement and make travel more pleasant. I can't understand all the detail - what's the point of the 30 yards of one-way on Hawkestone Road, for example? On the close-up map, what does the panel between Bush Road and Chilton Grove refer to?

As a cyclist I support the segregated cycleway. For the rest, I suggest you try two-working on a trial basis and then tweak it where necessary.

Not being a car-owner I have no views on the CPZ.

However, running the Rotherhithe cycleway along Rotherhithe Street seems to me a rather bad idea. I don't cycle there but I bump along on the C10 from time to time. There may not be much traffic but the street is narrow, with on-street parking, and it's often congested. It's quite a manoeuvre when two C10s meet. I think a cycleway wouldn't make cycling more pleasant and would only add to the congestion.

I suggest a better idea would be to continue the cycleway right round Salter Road. Rotherhithe Street can then be accessed at various points.

Firstly well done LBS for recent road closures / mode filters along the Union-Newcomen St quietway, which is a key strategic cycle route & a vital part of the Zone 1 Grid; it is no longer a taxi rat-run and Newcomen is at last 2-way for cyclists. [Why not also The Cut ?

I strongly support the similar filters LBS propose on CS4 @ jct Clifton & Croft and at Oldfield.

The banned turns proposed @ jct Plough Way jct are vital for CS4 cyclists safety, and they will enable this key junction to operate efficiently for other users.

I trust all pedestrian crossings will be direct & single phase – not 2 or 3 phase staggered ?

Please note that cyclists also need to be able to leave / join CS4 safely at major jcts – not just travel along it – this requires 2-stage turns – but not as per CS6 where waiting cyclists are exposed to turning traffic; the holding area should NOT be in the middle of the road.

Overall this 'latest' design is very similar to that which was agreed between Southwark Cyclists and LBSouthwark 3 years ago – please implement it without any further delay.

Feeling safe from crime and injury

With respect to the movement plan and in response to the changes in the Rotherhithe area: In my opinion, I think it is very important to address the issue of air pollution with the view to enable people to lead more active lives, by providing better cycling and walking environments while maintaining and improving your current quality of life.

The streets around Southwark need to be planned a lot better. For example you could reach out to a company like Woodland Trust to request that they assess the roads and also the permeability. Tree lined streets create safer looking environments, assist with the issue of air pollution and can curb violence on the streets. They also create more scenic and attractive environments.

Filtered/closed/pedestrianised roads and stop rat runs

Firstly well done LBS for recent road closures / mode filters along the Union-Newcomen St quietway, which is a key strategic cycle route & a vital part of the Zone 1 Grid; it is no longer a taxi rat-run and

Newcomen is at last 2-way for cyclists. [Why not also The Cut ?
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 I trust all pedestrian crossings will be direct & single phase – not 2 or 3 phase staggered ?
 Please note that cyclists also need to be able to leave / join CS4 safely at major jcts – not just travel along it – this requires 2-stage turns – but not as per CS6 where waiting cyclists are exposed to turning traffic; the holding area should NOT be in the middle of the road.
 Overall this 'latest' design is very similar to that which was agreed between Southwark Cyclists and LBSouthwark 3 years ago – please implement it without any further delay.

Improved cyclist behaviours

I walk a lot-cyclists are often too fast and too close.
 Cycle lanes in pedestrian areas only give cyclists a feeling of entitlement.
 I have had many near misses due to cyclists speed and carelessness

Less congestion - Improved traffic flow

The Removal of Parking spaces between Plough Lane & Evelyn Street without any proposal of where any resident car owner can park being offered is draconian in the extreme! If the Cycle lane is to run on the current parking lane then service vans, and taxis etc must be able to stop. There is talk of the traffic being returned once more to a 2-WAY TRAFFIC! The reason for converting from 2 way to One way traffic taken in the past remains the same today! this part of Lower Road will be gridlocked ever day of the week! These Proposals will make a big negative impact on the value of our homes not to mention noise and pollution of standing buses and trucks etc crawling past us! The restriction imposed upon householders parking Off-road in their front gardens must be lifted also! I fail to see why the cycle lane should not pass along Plough Lane and then right down Grove Street to then join Evelyn Street? The removal of the parking bay lane and the imposition of 2 -traffic is plainly vindictive at the expense of the residents of this section of Lower Road!

There are two entrances to John Brent/ William Evans as per plan so will you be making it no entry for one of the entrances to create a throughflow or free for all? As if a refuse van for example turns right into the top end entrance - middle access road on the plan this will go in direct conflict with vehicles turning left into the first entrance and driving past John Brent - south of the plan?

More and safer cycle infrastructure/ routes

Hi,

I missed the Friday closing date for this consultation. I support the proposals but, given that it's the weekend and you won't have started to analyse the responses yet, wanted to raise one point that wasn't clear from the documentation provided.

As well as cyclists on CS4 from Deptford and Greenwich, there will be a significant number of cyclists from the New Cross Gate area seeking to join CS4 near Surrey Quays station. They will travel on the cycle path between Millwall FC and the SE London Combined Heat & Power Plant, before joining Somerfield Street, which becomes Oldfield Grove.

The consultation document isn't clear on precise plans for the junction between Oldfield Grove and Rotherhithe New Road (other than that it will be closed to vehicles), and it's unclear what provision there will be (in either direction) for safe cycling between there and CS4.

It seems to me that getting these arrangements right will be critical to ensuring safe cycling for those coming from/to New Cross Gate and I would welcome an assurance that you will consider this carefully as part of your next phase of work.

Given the potential significant impact on LB Lewisham residents, I am copying this message to them. I hope the above makes sense, but am of course happy to provide more information

Hello,
Quick feedback on the plans which I looked at online. I could not find the questionnaire to complete.

My views in brief:

- I am in favour of new cycle ways. The more the better, especially segregated ones
- Walking routes are great too.
- Private cars come last in my view, for a sustainable future and a livable city. It's too easy and cheap for people to choose to drive rather than other options. I say this as a car owner!

I am not qualified to assess the effects of the new 2 way street plate so I leave that to your experts

Other

Hello,
I'm emailing to ask you to take into consideration the surrounding roads (particularly Evelyn street and Bestwood street in Deptford / surrey quays area) in your Rotherhithe movement. I understand it will help your borough but your actions will significantly damage Lewisham. I'd love for you to work in partnership with Lewisham council on this.

Please include in your plans how this will impact on the safety of residents of neighbouring areas on the roads. As a resident of Deptford, I am concerned that the plans as they stand will increase the pressure of traffic on the roads around me, making them less safe.

We are Trundleys Road residents and we are writing regarding the new 'Rotherhithe movement plan' that had become available for consultation in the last few weeks.

We were very surprised to 'stumble across' this plan; we would have expected our local councillors to have highlighted this to us considering how badly it affects us.

Whilst we are totally supporting the plan to create a Cycle highway and get more people cycling, we have numerous concerns on how this is being achieved at the expense of other things. We have two young children; road safety and air pollution are our main concerns here.

We also feel it is extremely odd to be asked to comment of a plan for 'Rotherhithe movement' without being shown what the plan for the nearby Evelyn ward is. How will we know how the residents will be affected without seeing the Lewisham's plan for North Deptford? Does Lewisham have a plan? Can we see it?

We are disappointed (and so are many other residents) at the lack of engagement here with Lewisham residents and, it seems, of forward thinking.

So, here are a few questions we hope you can answer:

1. Looking at the plan, a portion of Lower Road in front of Surrey Quays station has been designated for cycles and buses only - therefore it is closed to cars. This means that any cars looking to travel south (or north) on Lower Road will have to be diverted down Rotherhithe Old Road and then Bush Road/Bestwood Street. This is a big change from the current situation. Also, this new plan will exponentially increase the amount of cars travelling up and down these roads. How would this be managed? What measures will be put in place to avoid traffic jams and pollution as well as speed reducing measures to protect the pedestrians? Why are Southwark council proposing to free Lower Road (much bigger) at the expense of these two much smaller roads?
[cid:3bf95506-8692-41c1-a212-d7ce007f4136]

1. The creation of a two-way road on Bush road/Bestwood street and turn onto Trundleys Road. It isn't clear here what is happening at the junction with Trundleys Road. It looks like cars will be able to turn onto Trundleys Road when travelling either directions on Bush road or Bestwood street (this isn't

the case now). If this is the case, we would strongly oppose this. Cars can currently turn onto Trundleys Road when travelling north and this already makes Trundleys Road busy with fast moving traffic and often creates big traffic jams. This is only set to get worse if cars travelling in both directions can now turn into Trundleys Road. This will surely make Trundleys Road into a shortcut. [cid:313df060-7e0b-44bc-9d1c-2baf4c4cbfe8]

1. Looking at the Traffic modelling results for the area; you can clearly see the amount of extra cars lined up waiting and clogging up Trundleys Road. This means a lot of extra pollution up and down a road used by so many cyclists, pedestrians and children going to school. They have effectively diverted all traffic travelling south from Lower Road to Rotherhithe Old Road/Bush Rod/Trundleys Road and then potentially Grinstead Road. Considering the traffic on Trundleys Road is already fast moving and dangerous, why create even more of a 'shortcut here'? Where are the traffic modelling for the whole of Evelyn Ward? (the road on the bottom left of the picture is how heavily trafficked Trundleys Road will become - those cars are practically still).

AM

[cid:21e14b3f-bfb4-4e48-ac83-6d5138ba1d3c]

PM

[cid:50ec96ab-b5c9-403d-94f7-aa7057a13116]

1. What provisions are being made for proper road crossings for vulnerable pedestrians trying to cross an already busy and fast running Trundleys Road? A proper crossing (with lights) is especially needed at the junction between Trundleys road and Bush Road so that people shopping at Liddl, commuting on foot and doing the school run can easily and safely cross the road. On the plans it only shows a raised portion of road as a crossing and this isn't enough. As you can see from the 'artist' impression (below) this guy is about to be run over. Vulnerable pedestrians shouldn't have to 'hurry up' to cross the road - especially elderly, disabled and people pushing prams. Liddl is a busy shop, how can they not provide a proper crossing with lights?

[cid:2b9383bb-b00a-48ec-a6d9-fd354ceda8e2]

1. In the plan, it shows several traffic lights proposed along Lower Road, bush Road etc... How many traffic lights are proposed alongside Trundleys Road? There are none now as well as no pedestrian crossings. Not only this is dangerous for pedestrians looking to cross, but this also means that cars looking to travel 'quickly' will prefer this route (down Trundleys Road and Grinstead road) as opposed to turning down Bestwood street and re-join Evelyn street near McDonald's to travel south or north. Traffic lights are needed to slow down cars and deter drivers from taking this 'faster' route.

[cid:17a0ec37-bdef-408a-877c-de1f42f6ce89]

1. The CPZ being introduced on all roads on the Southwark side is very concerning. How will this affect the other roads on the Lewisham side (i.e. Trundleys Road)? Parking is already a big problem on Trundleys Road and the CPZ on the nearby roads are only set to make the problem bigger. Many commuters park on Trundleys Road (every day) and then cycle into town. Whilst we support cycling, this isn't sustainable moving forward especially with Southwark introducing a CPZ. Is a similar CPZ being introduced in Lewisham also? We feel it should.

2. How does Lewisham reconcile with the notion of the increased pollution levels that pupils attending Sir Francis Drake Primary will be subject to? Sir Francis Drake's playground backs onto Trundleys Road. Also, this road is used by many parents that do the school run to either Rotherhithe Primary or Sir Francis Drake Primary. What is the merit of increasing traffic and pollution here?

3. What representation have you made regarding the proposed plan? We feel that, given the massive changes proposed, and the effect these will have on Lewisham's residents' everyday life, more engagement was paramount; we shouldn't have had to find out about this plan by chance.

4. When will Lewisham Council show its residents the proposed movement plan for North Deptford and in which way will residents be able to affect this?

Our overall feeling is that an excellent plan has been proposed by Southwark council to look after the interest of its own residents. Lewisham's residents have been left picking up the pieces and consequences. We cannot reconcile with the fact that such plan is been consulted on without knowledge of how this will affect the surrounding areas and input from Lewisham's residents.

Lewisham's plan should be to make roads safer, cleaner and greener for pedestrians and cyclists and this plan fails to do that on Trundleys Road. In fact, this plan is turning Trundleys Road into an even busier, more polluted and less safe road. How can this be acceptable?

Please note that we were in contact with the previous councillor (Alex Feis-Bryce) for several months last year and this year discussing and raising our concerns about Trundleys Road and the lack of crossings, greenery, parking as well as concerns over fast moving traffic. When Alex left, we were most disappointed that our ongoing discussions hadn't been handed over to another councillor to pick up. In fact, we weren't even told he'd left until we found out ourselves. This doesn't seem to be the way to look after the resident's best interests.

We would like to see Trundleys road closed off to cars at the junction with Bestwood street/Bush Road. Only cycles, pedestrians, busses and emergency vehicles should be able to access to this road at the north side. This would guarantee that Trundleys Road finally becomes a safe, pleasant non-polluted road.

This also ensures that, in order to reduce cars on the road, we are not just providing motorists with alternative routes so they can go and pollute/disrupt elsewhere. By diverting most car traffic from Evelyn street to Trundleys Road, we haven't fixed the problem, we have simply moved it elsewhere.

At least there's should be no right turn onto Trundleys Road when travelling south (except cyclists) like it is now. And we should have a traffic light that stops cars and manages traffic ensuring pedestrians can cross safely when doing the school and using (the very busy) Liddl.

We understand that encouraging cycling, improving air quality and making walking safer and more pleasant, is also one of the main policies of both London's mayor and Lewisham's mayor so we look forward to seeing how this can be achieved.

Looking forward to hearing back from you.

I have received the proposal to improve walking and cycling in the Rotherhithe area.

I have my concerns about a cycleway on Redriff Road and particularly on Rotherhithe Street. It is already difficult to let one car pass through Rotherhithe Street when the cars are parked on both side and the C10 bus passes through.

I really cannot see how we can implement a cycleway there.

On the other hand, I really welcome the idea of a two way traffic on Lower Road.

My main concerns to the plans as a local Rope Street resident are as follows:

1) PLOUGH WAY RAT RUN / INCREASED TRAFFIC – Plough Way access to Rotherhithe New Road access was restricted about 5 years ago to avoid it turning into a rat run. Reopening this access will undoubtedly increase traffic flow on Plough Way from Oxstalls road and Grove Street overseen by Lewisham council. All of these roads are in disrepair, and have little parking restrictions enforced turning them in to single lanes at many points. Have these implications been thought through, what improvements for these roads are going to be put in place?

2) CAR ACCESS FROM ROPE STREET – Rope Street to South Sea Street Access is currently blocked for local residences to avoid it turning into a short cut for general traffic to access the Rotherhithe peninsular. This means that Plough Way or preferably Clifton Grove (due to lack of traffic lights) are our main access points to the one way system. Blocking Clifton Grove exit will mean that the only exit heading towards Rotherhithe will be Plough Way, which will have significantly more traffic

on it adding to the journey times. It has no right turn in the plans. In addition the one way system around the Surrey Quays tube is changed to bus\cycle only – so there is no access to the Rotherhithe peninsular or the shopping centre for traffic exiting Plough Way – would we have to go all the way to Rotherhithe roundabout and turn around? This is ridiculous. On Return both Plough Way and Chilton Grove are blocked, meaning the first turn possible is Croft Street, through a Cycle Superhighway, without traffic lights to help.

3) CAR ACCESS AND TRAFFIC IN ROTHERHITHE GENERALLY – Lower Road has to cope with a lot of traffic, from the Rotherhithe peninsular (including Surrey Quay Shopping centre), South from Rotherhithe tunnel and from Rotherhithe New road. I can't see how halving the roads ability to cope with this traffic south is a good idea, especially as the council is saying there needs to be a CPZ in Rotherhithe because of 9000 new houses, so traffic will only increase. This also means we can't park on South Sea Street without cost implications. I can see a simple return journey to Surrey Quays Tesco's 1k away taking well over 25 mins as there is no right turn from Plough Way and the area around Surrey Quays is bus cycle only. I think a better solution needs to be thought of. I can't see why the Cycle Superhighway necessitates these changes.

4) CYCLING – The current plans do not make it easier for Cyclists to navigate the dangerous Lower Road, Rotherhithe New Road, Plough Way Crossroad from the proposed superhighway to get to Oldfield Grove for access to Quietway One. Due to the number of Cyclists that use Quietway One, I think this should be considered in the plans as it looks like this may make such manoeuvres more dangerous for cyclists

Hi, I really worry that this consultation is being undertaken without the necessary involvement of Lewisham. This problem that Southwark is trying to solve will just shift south onto trundleys road, around Deptford park, near the primary school Sir Francis Drake etc. Please involve Lewisham in the planning.

It seems Evelyn Ward has been severely overlooked in terms of Evelyn Wards representation on the new section of the CS4 from McDonald's to Surrey Quays shopping centre which falls within our boundary with Southwark-

The plans TFL are basing it on, are the 3500 new homes on the Canada Water Masterplan -

Evelyn has 10,000 new homes planned and has no Masterplan for transport but our residents use the same roads, buses, Canada Water Tube and Surrey Quays Overground, Surrey Quays is also our main Shopping centre-

This new CS4 section has been consulted on with Southwark residents I managed to swing by the last one at Bacons this weekend - It is crazy to NOT to have Evelyn Ward residents local knowledge shaping this major reconstruction of traffic flow -

Some initial Concerns:

Existing Evelyn Ward residents and 10,000 new homes with new travellers incoming-

Introduction of two way traffic on all but one of the roads in this small area- is one way at the moment -

10 sets of traffic lights and separate cyclists traffic lights for pedestrians to negotiate -

Our main arterial road into Pepys Plough way is proposed to be a no left turn from Lower road which will see all traffic for Pepys having to drive down Evelyn Street and enter Pepys at Deptford Park School Oxestalls road - that's buses cars service vehicles bin trucks redevelopment HGVs etc-(under lewisham CS4 Section 6 Evelyn Street section this is proposed to have a mini roundabout instead of the current traffic light system at the school which has been ratified at Lewisham's Mayor and Cabinet despite local Evelyn Ward concerns raised with Vicky at a special meeting with TFL in Sept 2018-)

Chiltern Grove becomes a no entry no exit road-

And restrictions are placed on Croft street no entry from Evelyn Street except cyclists there is a school there!

Silwood Estates entry road Oldfield road is being closed completely-

The 47 and 188 will no longer stop at Surrey Quays station but around at the other side of the station- and station users will have to back track and negotiate traffic and cycle lane to access station -

Buses will no longer go up to the shopping centre so shoppers will have to drag their trolleys and walk to the centre from same newly located bus stop some way away from the centre itself -

No effort has been made to add a crossing at Trundleys Road by Lidl's which is a very dangerous junction and proposal introducing two way traffic -

There is a lot more that I have probably not picked up on but:-

The opportunity to make this section better is now, and for that reason I would ask you all to meet with your Southwark Labour Counterparts and TFL to iron out a plan that integrates plan for all local Evelyn Wards travelling public and the new incoming 10,000 homes upwards of 20k new residents - I have offered 2cac for a consultation venue but think it also needs to be done at the Lewington -

Evelyn has asked for a bespoke planner to join up new developments to old and look at transport and shared infrastructure this is a major transport issue- you will know already Canada Water is overcrowded now and Surrey Quays has just been awarded funding to extend the platform to address Canada Water 3500 homes only not ours who will be heading there-

Reduced on street parking

Hi,

I have seen the plans and spoke tolast week to lodge a concern that you are proposing to remove the residents parking outside our houses. There is no mention of this in the plans?

Please inform me of the course of action I (we) should take to contest this

Accessible for all

Please do not forget the Disabled properties that sit on Lower road -Hothfield place SE162XL that will be affected by the Rotherhithe movement plan.

Any changes to pavements etc outside these properties will affect disabled tenants using their wheelchair and mobility scooters to gain entrance to their properties

To whom it may concern,

>

> Disabled properties...!!!

> 129A-132 Lower rd-Hothfield place

> Wandle housing association tenants.

>

> This part of Hothfield place already consists of anti social behaviour all through the day and night . This is a small cul-de-sac community that will be utterly devastated if we have to tolerate this new layout.! It already consists of cars/lorries using this dead end road as a reversing area when they are stuck in the Rotherhithe tunnel approach on lower road. As well as the Canada Water masterplan surrounding us very poor air pollution from Lower Road,rough sleepers,tunnel approach traffic using this cup-de-sac as a public toilet,print works party goers using drugs on orange place ramp access through Hothfield place and illegal commuters parking for free in residential bays all day. Now this will create many more issues for residents to deal with.

>

> We have five disabled properties from 129A-132 - SE162XL Lower rd side Wandle housing association that will need disabled access to the front of their properties . I do hope you have contacted them to make sure these properties are not going to be affected by these changes. Disabled people living here need wide pavements to allow mobility and wheelchair access to the front of their properties. We already have a bus stop right outside these five properties with buses arriving every few minutes a lot of the time waiting with engines running creating fumes that then enter our properties. We cannot have any windows open on lower rd side due to all the traffic queuing to get into the Rotherhithe tunnel. Hothfield place is a small dead end road. We have a lot of trouble getting out onto Lower rd due to the amount of traffic in both directions travelling along Lower rd. Making Redriff rd a no through rd for traffic will be disastrous as it's the only way local residents can get around this small peninsular without getting stuck in the Rotherhithe tunnel approach traffic on lower rd.

> Please think about this before disabled tenants get stuck in their properties...

Generic e-mail responses

48 members of the LCC responded with the following generic e-mail response:

Dear Southwark Council,

I am writing to express my support for the proposed Rotherhithe Movement Plan
- Lower Road Two-Way streets and Cycleway 4 scheme.

This is a vital step to creating a safe and enjoyable cycle route which will eventually link London Bridge all the way to Woolwich. Alongside making it safer for everyone walking and cycling in the area, it will also reduce motor vehicle dominance, which is essential for reducing air pollution, congestion and climate emissions, creating a cleaner, greener, happier and healthier Southwark.

Yours,

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Yours,

Letter



LBSRotherhitheMove
mentPlanConsultResp