

Meymott Street additional comments

4. With regards to travel on Meymott Street and the surrounding area, what is most important to you? – Please specify

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vehicle access
Access by car
Access to Taxis
Air, then green space then cycling
As residents all the above concern us, but primarily we are very concerned about cycling and the conflict with the thousands of commuting pedestrians using Roupell Street and Meymott Street.
Being able to cycle both ways on it
Congestion
Driving
I need taxis to get around
Keeping the road as it is
London Nautica pupils will use The Cut or Stamford St if not legal to cycle here
Open both ways to cycling
Place function/ feeling of place, rather than just being another rat-run for drivers
Safe cycling and walking for local children
Safety whilst cycling
The ability to travel in the direction which is most convenient to my journey.
Traffic flow
Traffic volumes (currently too high)
Two way cycling
Vehicle access

With all the traffic being redirected from turning left at the cut we have had an increase in traffic on Hatfields
(blank)
Grand Total

5. If you currently walk or cycle in this area, what do you like about it and what could be improved?

If you currently walk or cycle in this area, what do you like about it and what could be improved?
best, is that it connects to super cycleway.
it's currently poor for cycling. given its size it should have bollards that do not allow motor traffic to cut through.
Better access legally for cyclists in both directions would be helpful.
Blackfriars road bike track is great The Cut can be quite hostile due to narrow road, lots of traffic and poor quality road surface. In particular the tiled speed hump at the junction of The Cut and Hatfields is in terrible condition.
Close to through motor traffic. Make access only.
Cycle track on Blackfriars road is fantastic
Having a good cycling experience. Improve quality of the air!!!
I find the waymarked traffic-calmed routes like Q14 and CS6 extremely valuable for getting around London. One thing I notice is poor integration between them. For example, the junction between CS6 (Blackfriar's Road) and the existing start of Q14 (Nicholson Street) is awful - there's no signage on CS6 to alert cyclists to Q14's existence, and as CS6 is along the west side of Blackfriars' Road, some distance away from the entrance to Nicholson Street, it's very easy to miss the turning to Q14. No road network for motor traffic would ever be signed that badly! I have found the 'raised tables' at cycle junctions to be very poor. They have been surfaced with granite brick cobbles. These have all come loose, and rattle and move when cycling across them, it's a very awkward surface to traverse.

<p>I like that it hasn't so far been messed up like everything you and TfL try and 'improve'. Stop wasting money on these poxy schemes, only people who benefit are the contractors charging thousands for these vanity projects</p>
<p>I like that the network of back streets was mostly retained when the railways were constructed, and that they are still available for exploration and practical travel.</p>
<p>I like the quiet cycle route, with its helpful signage. I like the segregated bicycle route on Blackfriars bridge road.</p>
<p>I need to use taxis with my mum</p>
<p>I think you need to stop putting cycle lanes in as I've had quite a few near misses from cyclists and it just gives them more importance</p>
<p>I used to like its hidden secret off piste qualities, now all gone! Old street network, still somewhat hidden quarter, 'short or connective cuts, more on foot but this cycling provision is also v imp to make sense of the islander wonder of CS3. The lack of connectivity and organic links to CS is a really massive failing...</p>
<p>I would like to be able, as this scheme proposes to access Blackfriars Road by cycle and to cycle eastwards from the Waterloo area to join Q14.</p>
<p>I'd like a reduction on traffic and less parked cars.</p>
<p>Ideally reducing traffic flow to make it better for cyclists and pedestrians</p>
<p>Improve the roads; it's full of potholes which makes cycling difficult. Segregated cycle route for improved cycle safety and to promote cycling, with the added bonus of improving air quality.</p>
<p>It connects CS6 and Q14 with Hatfield, unfortunately currently only in one direction. The proposal makes it a lot more useful. As a pedestrian more space on the pavements would be helpful and enforcement to stop drivers parking on the pavement.</p>
<p>It is a calm side street connected to CS6 on Blackfriars road, and the Q14 route lets me get from my office to Waterloo station or down to Morley College. Unfortunately there are a number of back-and-forth one way stretches along this route that don't exclude cycling from the restriction. Normalising two-way cycling between Exton Street and Henry Nicholson Street would open up a great many journeys for people who don't feel safe cycling on The Cut or Waterloo Road.</p>
<p>It is quiet with few cars so excellent as a direct cycle route from London Bridge to Waterloo.</p>
<p>It would benefit from being a two way quiet way for cyclists.</p>
<p>It's a nice quietish backway.</p>

<p>It's the only quiet, safe route for cyclists to get from Waterloo Station to the Superhighway on Blackfriars Road. But since the closure of Colombo Street the only option is to walk (or illegally cycle) the one-way section on Meymott Street. Therefore opening this to eastbound cyclists would be a great improvement.</p>
<p>Less cars would be beneficial for all residents and visitors. Cycle lanes are beneficial for us all as in encourages cyclists, reduces pollution whilst improving health.</p>
<p>less pollution for a start, get rid of the traffic.</p>
<p>Less traffic</p>
<p>London Nautical secondary school pupils cycling home southbound must either use the polluted, congested The Cut or the similar Stamford St to reach the north-south superhighway on Blackfriars Rd. Meymott St offers a convenient and sensible route into school and should do the same going home.</p>
<p>Lots of interesting places to see and visit. Could be improved by reducing through traffic and reducing permeability for motor traffic (rat-running), thereby increasing options for cycling instead.</p>
<p>Make it two way - especially for route from/to the school</p>
<p>more seating and green areas</p>
<p>No</p>
<p>nothing, stop pissing money against the wall with this vanity stuff and put the money into helping people who can hardly afford to eat let alone sit in a side street looking at speed humps or trees</p>
<p>pavement,removing bollards.</p>
<p>Poor for cycling & walking, needs less motor traffic so carriageway can be more of a shared space, especially at peak hours</p>
<p>Reduce rat running by closing the street at one end</p>
<p>Relatively quiet street</p>
<p>Roupell St. and Meymott St are heavily used morning and evening by huge numbers of commuter pedestrians, who use the street as much as the pavements because of the volumes and the narrow pavements, in particular in Roupell St. The pavements in the latter cannot be widened, and we therefore have always been deeply concerned about the impact and potential safety issues if Quietway 14 was extended along Roupell St. If a decision is made to extend Quietway 14 along Meymott Street, we will continue vigorously to oppose its extension along Roupell Street.</p>
<p>Segregated cycle lanes on Blackfriars road are good</p>
<p>Segregation ti keep me safer I get scared by close passing by heavy vehicles</p>
<p>Separate cycle space protected from cars. Filtered access for motor vehicles to prevent rat runs</p>

The amount of traffic on Hatfields especially HGV since the introduction of the cycle lanes and no left turn from Blackfriars road onto the cut means traffic is using Maymott street as a cut through and as a tenant we have traffic day and night along with the parking from the South Bank Young / Old Vic plus Bars and restaurants in Isabella street we have found Traffic Noise pollution 24 hours 7 days a week.
The cycle superhighway is great, as it Quietway 14. However, Meymott Street being one way limits the usefulness of Q14. It means that students at London Nautical school cannot get to the cycle superhighway without using The Cut or Stamford Street - both roads polluted, congested and unpleasant.
The network of streets here are would make an ideal safe and less polluted route for cyclists. Until recently cyclists have been forced away from here and onto the main roads. Q14 is now opening up the potential for a safe route for myself and many others.
Traffic calming, improved links between emerging superhighways and other cycle infrastructure- long way I go though to make it safe for children and other vulnerable users
Traffic needs to be slowed, and cycle access increased.
Two way cycling
Two-way cycling would be huge improvement reducing need to use more dangerous roads
Waste of money
Wider footpaths
Wider footpaths and slower traffic speeds
(blank)
Grand Total

6. What would encourage you to walk or cycle more in the area?

What would encourage you to walk or cycle more in the area?
A more complete network of streets with low motor traffic volumes.

An easier crossing from Nicholson St (Q14) across Blackfriars road into Meymott street would help.
An easier crossing across Waterloo road into Waterloo station would certainly help as well.
As above
Being able to cycle in both directions. As a pedestrian I would appreciate unobstructed pavements.
better cycle lanes, safer walking spaces
Better Cycle Parking facilities
Better cycling provision
Better cycle routes: more segregation, less car parking, less motor traffic.
Better quality cycle lanes and pavements
By making Meymott Street two-way for cyclists it would encourage more people to use this route to link up with CS6 on Blackfriars Road.
Close to through motor traffic and provide more cycle parking.
Cycle infra! Any signal of a slight move from TOTAL domination of cars in every way in every place! Green infra too; these things are obviously connected!
Easier to cross the road Less pollution Less traffic
I cannot as I am disabled
I dont want to cycle, stop ruining london for the cycling taliban
It's useful in the one direction that's permitted, so adding contraflow would be very useful to avoid using The Cut (until traffic on The Cut is dealt with).
Less bikes
Less traffic .
Lower traffic volumes

<p>Making The Cut more cycle friendly. Fewer cars and lorries. Failing that, these suggestions are good. I already ride illegally contra-flow on Meymott as it's the only safe option compared to The Cut.</p> <p>Have you thought about making Roupell st two-way for cyclists? This would make cycling from Waterloo (where I work) to the cycle track even safer. At present I cycle contraflow down parts of Roupell St so I can avoid The Cut.</p>
<p>Maymott Street going two way for cycles.</p> <p>Measures to discourage the use of taxis, motorbikes and private cars, since all are causes of air pollution that is blighting the lives of Londoners.</p>
<p>More and better cycling facilities.</p>
<p>More better signed routes</p>
<p>More cycle hoops near shops, facilities; more long term cycle storage hangers near where I live.</p>
<p>More cycle parking</p>
<p>More cycle paths and less cars.</p>
<p>more protected cycle lanes, more priority over traffic, better air quality</p>
<p>More segregated cycle lanes and proper cycle infrastructure, not putting parking or loading bays in cycle lanes.</p>
<p>Much less traffic from all directions</p>
<p>No motor traffic cutting through the road.</p>
<p>Nothing</p>
<p>Nothing</p>
<p>Nothing I can walk just fine but sometimes I need to get taxi for meetings and the more cycle lanes you put in is causing more congestion(which in turn causes pollution) which makes it difficult to get about and affecting my work, not everyone can walk or cycle there are disabled people in my office and the best way for them to get about is by taxi so it really upsets me that the cycle lanes affect them in negative way</p>
<p>Permit contraflow cycling - it could be an important link, if motorised traffic (or, more importantly, drivers) was tamed.</p>
<p>Reduced traffic flow, two way flow for cyclists and better enforcement of speed limits.</p>
<p>Reduced traffic, and slow.</p>
<p>Reduced traffic, safer streets</p>
<p>Reduction of speed and volume of motor traffic.</p>
<p>Road Pricing</p> <p>Filtering streets</p> <p>Two way for cyclists on one - way streets</p>

Safe roads and less pollution.
Safer cycle routes. Reduced motor vehicle traffic
Safer routes
Safer segregation and that spacer improves air quality on the pavement too
See above
See reply to no. 5.
Segregated cycle lanes
Segregated cycle lanes, no motor traffic and wider footpath
Segregated cycling lanes
Specific signage, direct routes and separation from cars for cyclists.
To have wide pavements that allow pedestrians to feel comfortable and be safe in the area. To be able to cycle safely eastwards to join Blackfriars Rd and then proceed eastwards along Q14. To ensure that motor vehicles using this road are proceeding at a maximum of 20mph. If vehicle speeds are found to be frequently in excess of 20mph then some calming may be needed especially when carriageway space is constrained to the east of Colombo St. Full width humps would be effective and have worked in West Walworth in the relatively narrow Penson Place (south of Manor Place).
Two way cycling everywhere
Two way cycling. Measures to reduce air and noise pollution. Any further steps that would reduce threat (and sense of threat) from vehicles
Two-way cycling (as proposed) Less motor traffic on the roads either side of Blackfriars Road , in particular changing Union Street and The Cut so they are no longer through routes for motor traffic.
We strongly support measures that improve the walking experience in Meymott St., but as already indicated, have many concerns about the likely conflict between pedestrians and cyclists in Roupell Street, where - unlike Meymott Street - the pavements cannot be widened to make them safer & better for pedestrians.
(blank)
Grand Total

7. Do you use Meymott Street to load or service your business? – Please specify

Meymott Street loading - Please Specify
5 days a week
I am teaching Bikeability at London Nautical currently. Taking pupils out of school southbound would be made easier with this measure
Monday to Sunday on street
Routinely
Support my business. Every day also weekend.
Thurs to sun 5pm 4am
Travelling to meetings
(blank)
Grand Total

8. If you have any suggested changes to the proposals, please explain here

If you have any suggested changes to the proposals, please explain here:
As a passing cyclist commuter I can't really comment on the proposals to reduce the number of residents parking bays, other than that I do notice that they are often empty.
Car club space in one of pay and display spaces?
Car parking in central London should be reduced, not remain the same number overall. I propose reducing residents bays from 6 to 4 and reducing pay by phone from 3 to 0.
Cycle parking seems insufficient given the cycling demand trend and the number of residential facilities in the area. I would sacrifice another pay-by-phone bay for further cycle stands.
Do we need to take out the splitter island - it has served well since 1982.
Don't change the road layout. As a passenger who uses the forementioned streets, vehicle journeys will take even longer to complete, cause extra traffic in surrounding areas consequencing in more pollution and harm thats been artifically created by TFL's pointleas road changes.

Dont increase parking spaces

Need to close street to reduce rat running

I'd be wary of a removing splitter island where a street with cycle contraflow meets a fully two-way street. Splitter islands prevent motor vehicle drivers from cutting the corner when entering what appears to them to be a one-way street. Where splitter islands have been removed in these circumstances I have encountered corner-cutting motor vehicles head on when approaching the end of the street, and it's best avoided.

More of similar please!

more should be done. motor traffic shouldn't cut through this minor road.

None

Not at the expense of not having it two way for cyclists!

Plant more trees!

Please take into consideration that "pinch points" create areas of conflict where motorists often attempt to dangerously overtake cyclists. Raised features such as "copenhagen crossings" are fine, but please avoid speed cushions (aside from possibly full-width sinusoidal humps).

Raised features should be sinusoidal humps, cushions are ineffective.
Removal of splitter island in itself is fine as long as drivers are aware of two-way cycling.

Reduce parking further

Take some of the cycle lanes away to improve traffic flow

The buildouts at the junction with Hatfield are badly designed and rmake the junction less attractive for walking and cycling. For cycling the junction would become more of a dog leg, while for walking, the most used desire line, between north sides of Roupell and Meymott St would be made more indirect. Rather than building out the south side of Meymott Street it should be the north side to tackle both these issues.

A further narrowing of Hatfield Street would be appropriate (after all other sections of the street are narrower) and removal of all the give way markings, creating more of a shared space feel.

The conversion of resident to paid parking bays will increase vehicle turnover and movements. This area has excellent train, tube, bus and cycling access but also significant congestion and air pollution, so this would be contrary to policy. The number of parking bays should be at least halved enabling creation of a pocket park by Hatfields

The current cobblestones on the ramp of the raised table at the junction of Hatfields are uncomfortable to cycle over. It would be nice if these could be replaced with a smoother type of paving stone.

<p>There are ample cycle stands at Southwark tube stn. There are not enough residents parking bays or disabled bays so removing some would make it even more of a nightmare to park. The proposed cycle lanes would only be used mainly during rush hour times and this really doesn't warrant disruption to residents of the area, including patients visiting the nearby Doctors Surgery.</p>
<p>There are many things in the above proposal that it is very hard to comment on as they drawings are not clear and I have not been involved in a face to face consultation. I would be happy to chat in person about the plans and my response as a local resident, chair of my estates TRA and a cyclist.</p>
<p>There has been no mention of the heavy traffic and lorries that use Meymott street, what happens to them?!</p>
<p>These proposals are a waste of time, you ignore things that dont go your way as proven by newcommen st</p>
<p>Wdd a raised table to intersection with Hatfields to help slow cars even more.</p>
<p>we need more resident parking , not less.</p>
<p>We oppose extending cycling and Quietway 14 along Meymott Street for the reasons stated above.</p>
<p>On the last point, at least 2 of the pay by phone bays should also be useable by residents, so as not to reduce residents' bays.</p>
<p>What will happen to HGV if cycle lane goes fall way and Maymott street is two way</p>
<p>Would like to see an overall reduction in parking spaces</p>
<p>(blank)</p>
<p>Grand Total</p>

9. Do you have any further suggestions for improving Meymott Street to make it healthier and safer for all road users?

<p>Do you have any further suggestions for improving Meymott Street to make it healthier and safer for all road users?</p>
<p>Any work should be co-ordinated with the development plans for Friars Bridge Court, the building along the north side of Meymott St..</p>
<p>Closing the road to all motor traffic. Remember there are illegal levels of air pollution in London, 9k+ people die every year because of it.</p>
<p>Don't waste the money</p>

Has to allow good cycling. Easier and safe. Also for my children.
I think the Cycle Superhighway is fantastic and it is brilliant to see so many people cycling. Including children who would feel uncomfortable doing so on a road.
I welcome the cycling contraflow. Especially as Colombo Street has been closed for so long, which has made it more difficult to reach Blackfriars Road from the west as a cyclist without using the main roads.
Increase disabled parking bays/residents parking, clean up the pavements and remove bollards and island.
Its no problem as it is.
Just leave it as it is
Keep it as it is
Local users not through traffic must take priority
Meymott Street should be closed to motor vehicles just west of the hotel service entrance, as taxis and hotel vehicles could go out on the same direction.
Remove the taxi bays, fewer people use them these days.
more greenery, more CCTV
more should be done. motor traffic shouldn't cut through this minor road.
No
Not at the moment.
Pedestrians cross Meymott Street at the Blackfriars Road end without looking (I suspect because the cycle path running down Blackfriars Road makes them less aware of the traffic) so it would be good to alert them in some way to pay attention.
Plant more trees!
Re open other roads. Allow the green lights to stay green for longer periods and stop changing the road lay outs. TFL are artificially creating traffic & pollution.
Reduce rat running by closing street
Reduce traffic. Ban vehicles waiting w engines running
Stop all cars and HGV from using Maymott sstreet

Stop all traffic from coming down Meymott street, otherwise it won't be safe for cyclist and all the pedestrians that come from Waterloo station daily during morning and evening rush hour , and children going to and from school (London Nautical school) up the road this doesn't seem to have been into account .

Very disappointed that the local people didn't get a chance to give their input especially as they will be most affected by all these changes. It would be nice if we could meet with the consultation group before all these changes happen.

Have the group also taken into account all the building works that are in progress at the moment and scheduled for the near future?

We are in a dire situation here as we live on the border line of Lambeth and Southwark and no one seems to care about us, or the noise and pollution we have to put up with.

Two way cycling and rain Gardens for drainage

When choosing cycle parking stands please liaise with your local Police Design Out Crime Officer for best positioning and to avoid using stands that are not fit for purpose not allowing recommended locking practice for bikes.

Would be easier to have this discussion in person.

Yes don't put in anymore cycle lanes in as this causes congestion and pollution which is NOT healthier or safer and if you think it is you are deluded or stupid

(blank)

Grand Total