

Comments
<p>Hi</p> <p>I would like to express my total support for the streetspace measures on Bermondsey St. I am a car and bike owner who lives in Walworth and now I can walk to London Bridge on a well-lit, safe, busy and pleasant, safe and far less polluted route than previously. It also makes it feel safer on a bike. I'd also like ways to reduce traffic on Tower Bridge road (esp if Silvertown tunnel is built) but this is a really important step to making this area cleaner and safer.</p> <p>Regards</p>
<p>Representation to oppose Bermondsey St Streetspace Scheme. > > I oppose the traffic filter installed WITHOUT WARNING and in the most under-hand way, in the middle of the night! This scheme has little to do with traffic filters & more to do with a kick-back from local businesses, namely pubs, who wish to use Bermondsey street as their own beer garden! > This was installed with little regard for local residents, who now have to detour onto Tower Bridge Road in order to get to their homes on Snowfields or Whites Grounds, adding 15 plus minutes onto our journeys, expending more fuel in these 'low emission' times, it's added cost onto taxi journeys, meant ambulances & emergency services have no through road & is causing increased pollution to those poor residents on Tower Bridge Road & Tanner Street. > If it must remain, it needs to be a bollard/or touch ticket entrance, so that residents can get through the bollards without having to go around the houses on a mad detour! > I completely oppose this scheme.</p>
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<p>To Dale Foden, I wish to Object too this proposal traffic order TM02122-029-_bermondsey st street space. I state my grounds. It discriminates against disabled and blind people living on Tyers Estate getting Assess too Shortest route home via ambulance or taxi. With No resident access at all. This has also caused harm to my neighbours on Tyers Estate one of which had a stroke and the ambulance was unable to get to him as it was stuck on the other side of the closure on Tanner Street unable to get through metal barrier. This has divided this community caused more stress and mental Health problems with traffic chaos Tower Bridge road bei closed because of a flood on Tower Bridge. It displaces traffic to Tower Bridge Road where children walk and cycle also & long line too. It displaces traffic to major bus route causing unacceptable delays in the area to public transport taxis and buses. Discriminates against older people and those with disabilities it now take longer and more circulations roads with increased traffic to reach their homes by taxi or ambulance also emergency Fire Brigade police or ambulances have taken longer to get to Tyers estate. It is not making active travel safer I myself have nearly been knocked over by speeding scooters and electric bikes. It is not improving road safety. It also discriminates against any future travel infrastructure like hydrogen vehicles electric vehicles by increasing journey times. I do not feel that the consultation responses were enough to justify this...The reason why I was at a meeting in Bermondsey Village Hall and there was only one person in favour of the closure 99% of the people at that meeting were against the closure. I Do not believe that the consultation has been done correctly with a 20% response rate.once again lack of consultation And I now request the freedom of information on the consultation to be available. People Still walk in the middle of the road when it is a road for traffic.Not for pedestrians. This divides communities This is a working city not a village I'm hoping I have stated enough grounds yours faithfully</p>
<p>The traffic free scheme has attracted more footfall to the local economy and improved air quality. My business and residence is next to Tanner Street and we have not noticed any marked increase in traffic as a result but lots more walking and cycling in the area. Also I am more confident is allowing my grandchildren to visit the park on their own due to slower traffic.</p>
<p>AS STATED I OBJECT TO THIS PROPOSAL AS I THINK THAT DIVIDING BERMONDSEY STREET INTO TWO HAS NOT BENEFITED THE LOWER PART OF THE STREET AND IT WILL HAVE MADE LEATHERMARKET STREET AND TANNER STREET RAT-RUN ARTERIES, PLUS THE BOLLARDS BECOMING A MEETING POINT THROUGHOUT THE DAY AND NIGHT WHEN COVID RELAXATION WERE BEING ESTABLISHED. FOR EXAMPLE(ALTHOUGH WITHIN A TIME OF RESTRICTIONS) LAST NIGHT'S HAPPENING: 02.30 SHOUTS AND MOTORBIKES... THIS WHILST THE UPPER PART OF THE STREET IS LIKE A MORGUE DURING THE DAY AND NOT AT NIGHT AS REPORTED BY RESIDENTS. BUSINESSES/LONG TIME RESIDENTS ARE MOVING OUT...THE SURVEY BEING DONE DURING THE COVID PANDEMIC IS TRUNCATED AS IT HAS NOT CONSIDERED THE NORMAL FLOW OF TRAFFIC IN LONDON, ONLY THE ONE DURING COVID. RESIDENTS OF LEATHERMARKET STREET AND TANNER STREET, ESPECIALLY, HAVE BEEN FACED WITH LONG QUEUES OF STATIONARY VEHICLES TRYING TO JOIN TOWER BRIDGE ROAD AS A SHORT CUT AS DRIVERS CANNOT TURN LEFT AT THE JUNCTION OF BERMONDSEY STREET AND TOWER BRIDGE ROAD. THEREFORE THE DRIVERS FIND THEMSELVES STUCK AND THEN OPT TO TURN LEFT UNTO LEATHERMARKET STREET TO FIND THEMSELVES BACK TO SQUARE ONE. THIS HAPPENING AS LONDON TRIES TO GET BACK TO NORMAL. THE FACT THAT TOOLEY STREET, A LARGE ARTERY IS NOT BEING USED FOR TRAFFIC AS IT IS UNDER TFL LEGISLATION IS UTTERLY MAD AND THE STREET SHOULD BE REVERTED TO THE CARE OF THE COUNCIL.AS A RESIDENT OF MOROCCO STORE ON LEATHERMARKET STREET, THIS OLD WAREHOUSE BUILDING IS SHAKING DUE TO A COLLAPSING STREET HUMP WHICH THE COUNCIL, DESPITE NUMEROUS MAILS, A ONE TIME MEETING WITH A COUNCIL REPRESENTATIVE, COUNCILLORS AND ZOOM MEETINGS HAVE CHOSEN TO IGNORE CITING THAT THIS WAS NOT IMPORTANT. IF THE CLOSURE OF THE STREET IS TO BE PERMANENT AND NO ATTENTION PAID TO THE ROAD MAINTENANCE (ROAD WAS RESURFACED IN 2018 BUT THE COLLAPSING HUMP WAS NOT DEALT WITH, AND DRAINAGE IS NOT WORKING) THE COUNCIL WILL HAVE TO REPAIR THIS TO MAKE THE LIFE OF RESIDENTS LIVEABLE. I, UNFORTUNATELY, HOLD VERY LITTLE FAITH IN HAVING MY OBJECTIONS HEARD AS I WOULD HAVE LIKED TO BE ABLE TO CHOOSE THE FOLLOWING WHICH IS NOT LISTED: I OBJECT TO PART OF THE PROPOSAL AND I WOULD LIKE THE COUNCIL TO CONSIDER ADDITIONAL OR ALTERNATIVE MEASURES AND NOT FINDING MYSELF TO HAVE TO CHOOSE 5) AS IT DOES NOT REFLECT 100% MY THOUGHTS.</p>

Mr Foden You are recorded as the author of the report upon which this decision [https://modern.gov.southwark.gov.uk/documents/s103290/Record of Decision.pdf](https://modern.gov.southwark.gov.uk/documents/s103290/Record%20of%20Decision.pdf) was apparently based. The are two of the Bermondsey St properties most seriously impacted by the closure of the Street to through traffic at Morocco St/Whites Grounds and proposed associated highways alterations. In both cases our properties are adversely affected both by loss of amenity and by the adverse financial implications of the proposed scheme, as has been evident during the trial period for which it has been in partial operation. I have read the documents produced by you in support of this scheme and it appears that certain matters that should have been taken into account in your report have been omitted. There can be no excuse for this because of the clarity with which they were pointed out at the online consultation meetings by us and others who, like us, are very directly affected. Anti-social behaviour on Bermondsey St at night between Whites Grounds and Crucifix Lane junctions. A very substantial detrimental effect on the amenity of occupiers of our properties, has arisen as a result of what the bar operators and their clientele in this stretch of the street now treat as pedestrianised. It is routinely noisy with rowdy drinkers and revellers until after 03:00 in the morning on Thursdays to Saturdays, preventing the residents of the upper floors of from sleeping. We also have to regularly clean urine, vomit, broken glass, spilled drinks and litter from our doorways and the pavements outside both our properties. Obviously this upsurge in anti-social behaviour has been driven by the way the street at this point can be effectively taken over by pedestrians because of the exclusion of through traffic. It has had the inevitable effect on the costs of maintenance and the desirability, and thus value, of the residential floors of Globe House. The decision/report makes reference to the refinement of the scheme if it is to remain in effect. However there is no detail of such proposed refinements. No such refinements would address the problem of the anti-social behaviour the scheme has bred. However there are certain other detrimental effects on our amenity and commercial interests that could be eliminated. Nevertheless these have not been identified in the report, less still have modifications to the scheme been proposed to mitigate them. Forced lengthy detour for occupiers and visitors to premises on Bermondsey St and Tyers Gate There is no reference in the report/decision to the obvious benefits that would arise from allowing access to certain vehicles across the Morocco St/Whites Grounds 'filter'. As proposed certain categories of vehicles needing to transit across this closure are forced to travel down Tanner St to Tower Bridge Rd, along Druid St to Whites Grounds and around the Whites Grounds Estate just to arrive at the other side of the barrier. This obviously causes entirely unnecessary traffic, pollution and inconvenience. There is a simple alternative of controlling transit of the filter by restricting it to certain vehicles by means of camera-enforced prohibition of through traffic. No reference is made to this. It is quite irrational to generate unnecessary lengthy detours by vehicles that are destined to travel the length of Bermondsey St from Whites Grounds up to Crucifix Lane anyway. Such vehicles include: Residents and Businesses Occupiers, visitors and services of residences and businesses in Bermondsey St/Tyers Gate need to access their premises by travelling north from the whites Grounds junction come what may. Forcing them to do so by means of a futile diversion along Druid St and Whites Grounds confers no benefits and only creates pollution, congestion and waste. Taxis Taxis picking up or dropping off in this section of Bermondsey St or Tyers Gate are referred to in the report but there appears to be no proposal to allow them to cross the filter, thereby saving them and their passengers wasted time and fares. Neither is there any justification for the pollution and congestion generated by their pointless forced detour. Emergency vehicles Exactly the same is true of the obstruction of emergency vehicles that appears to be proposed when they could easily be allowed direct access from the South to the North of the filter with no adverse effects and only the benefit of more timely attendances in emergencies. Obstruction of our loading bays to Globe House Ground Floor and Basement The approved scheme appears to propose to completely sever service access to our Bermondsey St loading doors that have served the Ground floor and Basement of. Currently those loading doors are accessible, albeit partially obstructed by the concrete blocks that demarcate the control-flow cycle lane and which prevent delivery vehicles stopping close to the doors. This represents a serious impediment to commercial operation of our premises which will shortly require multiple daily deliveries through those goods access points. This seems to have been entirely overlooked in the report and decision. I consider the failures set out above to amount to a failure to take into account in the decision matters that should obviously have been taken into account. This of course would make the decision potentially unlawful. Please may I have your confirmation that you accept the failings I have set out and your proposal to remedy them, or alternatively your explanation as to how you have in fact considered the matters that sound decision making requires you to have taken into account. I look forward to hearing from you as a matter of urgency and in a any event within 14 days. Urgency is particularly demanded by the less than open manner in which this decision has been made and then publicised only over the Christmas period when you know very well that many people would not have seen your notices because of the holidays and/or their working from home in accordance with Government guidelines.

Dear sirs, As a Southwark resident I would like to offer my support for the continued closure of Bermondsey Street to through traffic. While I have believed for at least ten years that the street should be entirely pedestrianised, the existing closure is an adequate first step. I speak as a cyclist who uses the road as a throughfare on a regular basis, travelling from West Walworth to Tower Bridge and Bankside. The closure has made the street much easier and safer to navigate by reducing the overall level of traffic and causing any remaining traffic to travel with less speed and more consideration of other users. It has also improved the air quality.

Hiya, I have loved Bermondsey Street so much since the road closures. I live nearby and visit all the time. It is clear that for a narrow street like this that thrives from its easy ambience, the road closure improves the streetscape immeasurably. I am glad to see that these are being made permanent as it is a step towards recognising the powerful influence that making a place quieter and slower can have on improving the quality of life and the attractiveness of an area. I am much more likely to spend time and money on streets like the improved Bermondsey Street. I found about this from an email from the Nimbys over at the OBNF. I hope that you can resist their spurious appeals to 'business owners and residents' who apparently pine for the return of through-traffic disrupting the environment and atmosphere. Thank you and keep up the good work!

I believe making this change permanent will create a better and safer pedestrian experience for the residents, workers and visitors of the area.

I am happy with the street closure, but as a pedestrian it will never achieve its full objective until pavements are properly widened and levelled. I still feel just as nervous about walking into the road as I ever did, and wheelchair users are unable to make use of the additional "pavement " space as is isn't a level surface. I would also like the council to consider more areas where the pavement could be widened as it is still necessary to walk on the road many times while moving up and down the street

Dear Southwark I live very close to Bermondsey Street, but from the information provided on the Southwark website it is hard to make an assessment of the long-term impact of the proposals for the public and for businesses in the area. Part of the problem is that there is no visual information provided with the consultation - maps photographs etc. In addition I can't see any evidence from an impact assessment which has been carried out during the experimental phase to cement the need for these proposals. As someone who also works in government I assume that one has before proposing to take permanent action. Please can you share that with me so that I can make some more informed comments.

Dear Sir/Madam Please take the time read this email to the end, given the huge stress that the experimental road closure has caused as a result. Thank you. As a resident on Tanner Street of almost 20 years, I wish to object to the making permanent of this traffic order on the grounds of mental health, physical health, road and pedestrian safety and discrimination. I also wish to object to the fact that there was no public consultation prior to the implementation of the temporary traffic order. It was inflicted upon us without say. My partner and I work from home. Throughout summer (spring and autumn too) when you need to have your windows open, even at night, we were and still are, subjected to constant traffic jams and all that comes with it, including vehicle fumes, idling engines, frustrated car horns, loud radios and phone conversations through car stereos, as jams sat outside our home. Even now in winter with windows shut, the noise and fumes of daily jams penetrate your nose and brain, as well as the stressful sight of the jams themselves. This is having a negative effect on our mental and physical health, constantly. This was not evident prior to the road closure. It is a result of it. Your own data shows that traffic on Tanner Street has, since the introduction of the Bermondsey Street closure, risen by +176% on weekdays and +229% on weekends (see figures below taken from Appendix 2 - Full Monitoring Reports.pdf). These are huge, eye-watering figures that no other local streets are suffering. So even your data is highlighting and vindicating my objection. It should be ringing alarm bells! Evidence points to Tanner Street being sacrificed for an issue that didn't really exist. And the reason is very obvious as to why. The road closure on Bermondsey Street is sending almost all traffic down Tanner Street and we are now suffering all the consequences. I'm afraid that the after thought of 'looking into measures to reduce this' other than scrapping the road closure, is going to be token and ineffective. Since the closure we also have many, many more cars driving down Tanner street throughout the night, every night, which is affecting out sleep and again mental and physical health, affecting our work and jobs which we find harder to perform due to lack of sleep. Again, this is as a direct consequence of the road closure. It was not the case prior to it. The road closure is also discriminatory, as the council have affectively put up a wall at the junction, dividing the community, giving to one and taking from another, creating a problem that was not there before or at the very least, moving it elsewhere. I have documented plenty of videos and photos of jams, accidents and noise pollution on Tanner Street taken throughout the closure period to further illustrate by objection, evidence that I will provide, should I have no choice but to take legal action. Taken from Appendix 2 - Full Monitoring Reports.pdf Locals on Tanner Street find it more dangerous to get around, for example the crossing to Tanner Street park is dangerous. Either when at a standstill nose to tail, it is tricky to cross, especially for example when you are in a wheelchair (another thing that I have witnessed on several occasions), or when vehicles are speeding, due to irritation at being diverted. Your data also shows an increase in speed on Tanner Street since the road closure too. Tanner Street has also become a car park for delivery vans and services vehicles. Vehicles approaching from Long Lane, heading east, will always take Bermondsey Street followed by Tanner Street, if they wish to head north. They cannot turn left on to Tower Bridge Road from Abbey Street. Turning right onto Bermondsey Street south, to rejoin TBR is counter intuitive and nobody will perform this. Bermondsey St/Tanner Street is therefore their only option. Closing the north end of Bermondsey Street cuts off the other more sensible option north and a vital through road, disperses less traffic and as a result, builds up more traffic along Tanner Street heading to Tower Bridge Road. There have been many occasions where excessive traffic build up could have been dispersed down Bermondsey Street. You are sending cars to Tower Bridge Road who want to get to Tooley Street. It does not make sense. This is also evident in the amount of motorbikes riding up and over pedestrianised Brunswick Court, often at speed and around a corner, in order to cut north through to Druid St or Tooley Street. Again this is dangerous and is affectively a new traffic route for motorbikes since the road closure. It is dangerous, noisy and a mental health irritant. I speak for myself and other locals when I say there have been some near misses avoiding motorbikes on the pavement in this location. This did not happen prior to the road closure and is another direct result of it - motorbikes driving on pavements! Another knock on issue created that does not show up in your data. Do the council and highways want this? Large articulated lorries have great trouble turning into Tanner Street from Bermondsey Street as they are forced to. They could simply continue up the more accommodating Bermondsey St if the closure was not in place. I have seen on more than one occasion, large lorries unable to turn into Tanner St and as a consequence form tailbacks. On one occasion an articulated lorry even reversed all the way back up Bermondsey Street to Long Lane, after multiple failed attempts to turn into Tanner Street failed. Is this what the council/Highways want? Furthermore, I cannot understand surveying non-residents about this scheme. Can I voice my opinion on what to do outside their homes in another part of London or the UK? This seems ridiculous. I would like to know how many of the '65% of all respondents' were actually locals. In my opinion, tourists and day tripper opinions should not count on such an important matter. They have no consequences to face. This scheme has ruined the area in my opinion and that is the opinion of a resident of almost 20 years. I have seen the area grow and change, however this is the worst thing to happen to it without any doubt. Inflicting misery on one local residential section, just so that Tarquin can get his latte whilst standing in the middle of Bermondsey street is not a valid reason. If the purpose of the road closure scheme was to reduce traffic and pollution in the 'whole' surrounding area, it can only be viewed as a failure.

I Object to this proposal as a resident of Whites Grounds. The unhealthy levels of traffic on Tanner Street have been caused by the initial unlawful closure of Bermondsey Street in the first place. As a resident of over 20 years, I have never seen traffic like it. This is causing me and my neighbours an untold amount of stress when commuting to and from work as it adds over 30 minutes of journey time to make it around the closure ,around Tanner Street and druid street to pull into whites grounds. Whites Grounds has seen a huge rise in traffic of delivery vans for businesses on Bermondsey Street and there is no talk at all about it. The traffic problem has been caused by the closure of Bermondsey Street to vehicles. Unblock it to reduce the traffic drastically, rather than block Tanner Street which puts even more strain on tower bridge road and Long Lane (that residents completely avoided by driving down our beloved Bermondsey Street). My father requires private transport in order to carry out daily activities and life, due to disabilities. This is absolutely appalling for his mental health and ability to live as normal a life as he can. There was absolutely nothing wrong with the way Bermondsey Street was. It was used by local residents, police and ambulance services and cab services to London bridge in order to avoid queueing on tower bridge road, further contributing to poor air qualities.

FAO Traffic Orders Officer: I am writing to make a representation regarding the Bermondsey Streetspace Scheme. I object against making the scheme permanent as it currently stands. The key reasons being the inconvenience and additional traffic (along Tanner Street, Tower Bridge, Whites Grounds) for local residents, and negative impact for emergency access. I would support removing the bollards and bringing in signage for that currently blocked section - only allowing residential and emergency vehicles to pass through. The concerns with the existing scheme are (1) that forcing residents round in a loop, increases traffic on both Tanner and Whites Grounds and journey times unnecessarily, and (2) the resulting traffic buildup at Tanner and Tower Bridge are dangerous blocks for emergency access to the Northern Section of Bermondsey Street. Making that section passable for restricted access should still address the issue of 'excess' traffic down Bermondsey Street. More signage is also needed at Whites Grounds from Druid Street, as drivers frequently get lost in this area now given the number of one way streets and blocks in place. I would also highlight that the letter sent from Southwark to residents was misleading with the stats quoted, by saying that 65% of respondents were in favour of retaining the scheme or retaining the scheme with amendments. Clearly those are two different categories, and that doesn't provide evidence that there is support to retain the measures with no amendments. More people objected to having any measure at all (28%) than opted to keep it as it is (24%), with the majority in favour of either amended or different measures altogether (48%) - so it's not clear why the responses of residents are being ignored.

I strongly object to the move to make this measure permanent as proposed - the publication on the website of the decision is wholly misleading when you look at the captured data files which show only 24% support for the scheme as now proposed. If you altered the scheme (as explained below) you could deliver something that works much better. I live in Tyers Gate and currently have to drive up Bermondsey Street, into Tanner Street, onto Tower Bridge Road, into Duid Street and then Snowfields to get back onto Bermondsey Street and into my car park. This is just adding to pollution (and a ridiculous detour) not just for me but for emergency vehicles it is a disaster. I am in the position where Waitrose and John Lewis (and I am told many others) now refuse to deliver to addresses in and off Bermondsey Street north of the restriction because their drivers can find the diversion. Why not follow the Dulwich Village model and make Bermondsey Street accessible only to residents, emergency vehicles, deliveries and taxis - that's a very sensible traffic scheme and delivers the results that everyone wants?

Thank you for your letter of 9 Dec. I enclose my last letters of complaint which I am sure you have not received as they were not addressed to you (sorry I did not have your name.) I am extremely concerned that no one is paying any attention to the business owners of Bermondsey Street. Also - you refer to Tanner Street - does anyone pay attention to fumes and traffic jams and unnecessary traffic diversions there? I have been ill with cancer and can never get a car from Bermondsey Street so I now have to walk to Tanner Street and whilst doing so I have been nearly knocked by cyclists who are riding in the wrong direction! It is dangerous! I would also like to point out that roads have been narrowed to make larger cycle routes (no extra cyclists) but rubbish as no cleaning calculated e.g. Chelsea Embankment. You are bringing London to its knees to an inefficient and unworkable capital. I look forward to your response. Kind regards

To whom it may concern Please accept below as my representation to the Bermondsey Street Streetspace Scheme (TMO2122-029_Bermondsey St Streetspace). I object to the proposal of making the traffic filter on Bermondsey Street permanent. I live in the neighbouring street, Tyers Gate. I object for the following reasons. - More difficult access for emergency vehicles to the top (Northern) end of Bermondsey Street, Tyers Gate and Tyers Estate. A lot of people live in this area and crime is frequent, so having access for emergency vehicles is critical. The only access would be by Whites Grounds, which is very easy to miss. Perhaps the bollards could be retractable or perhaps there could be no bollards at all but cars could be restricted (emergency vehicles, taxis and perhaps even residents cars allowed). - No signage of the sharp left hand turn from Crucifix Lane onto Whites Grounds. This is a sharp left and very easy to miss for delivery drivers / emergency vehicles and it is the only way to access the top end of Bermondsey St. I would recommend clearer signage on Crucifix Lane for the left hand turn onto Whites Grounds. - Increased flow of traffic along Whites Grounds and Tanner street. In order to take the pressure off of White Grounds as the only route to the northern section of Bermondsey St and Tyers Gate, I would recommend reconsidering opening up Leathermarket Street again to 2 way traffic, so providing a second entry point. Thanks