

Appendix 2 – Additional Comments received during the consultation

Question 5 – What street do you live on?

Other	67	18.2%
Bermondsey Street	51	15.4%
Long Lane	24	7.2%
Tanner Street	20	6%
City Walk	13	4%
Whites Ground	13	4%
Snowfields	10	3%
Grange Walk	9	2.7%
Tyers Gate	8	2.4%
Royal Oak Yard	7	3.1%
Tooley Street	7	3.1%
Tower Bridge Road	7	3.1%
Grange Road	7	3.1%
Weston Street	6	1.8%
Bell Yard Mews	5	1.6%
Lamb Walk	4	1.2%
Leathermarket Garden	4	1.2%
Market Yard Mews	4	1.2%
Maltby Street	3	0.9%
Shad Thames	3	0.9%
Newhams Row	2	0.6%
Abbey Street	2	0.6%
Bermondsey Square	2	0.6%
Decima Street	2	0.6%
Pages Walk	2	0.6%
Wilds rents	2	0.6%
Druid Street	1	0.3%
Kirby Grove	1	0.3%
St Thomas Street	1	0.3%
Alma Grove	1	0.3%
Alscot Rd	1	0.3%
Alscot way	1	0.3%
Arts Lane	1	0.3%
Bakery Street	1	0.3%
Bermondsey Wall West	1	0.3%
Black Swan Yard	1	0.3%
Boss Street	1	0.3%
Camilla road	1	0.3%
Decimal Street	1	0.3%
Enid street	1	0.3%
Frean Street	1	0.3%
Grange Walk Mews	1	0.3%
Green walk	1	0.3%
Harold Estate	1	0.3%
Jamaica road	1	0.3%

Lafone Street	1	0.3%
Long lane	1	0.3%
Marcia Road	1	0.3%
Marsland close	1	0.3%
Mason Street	1	0.3%
Mcneil road, se5	1	0.3%
Mill street	1	0.3%
Neckinger	1	0.3%
New Kent Road	1	0.3%
Pilgrimage Street	1	0.3%
Pocock St	1	0.3%
pocock street	1	0.3%
Rainbow st	1	0.3%
reedham street	1	0.3%
Sumner Street	1	0.3%
Sumner Street se1 9jx	1	0.3%
Tabard Street	1	0.3%
The grange	1	0.3%
Wansey street	1	0.3%
Crucifix Lane	1	0.3%

Question 6 – How often do you receive deliveries to your business?

Annually	1
Bermondsey Street. London is a voluntary organization with no premises or employees. No deliveries	1
I receive multiple deliveries to my Residences well as St Mary Magdalen church.	1
This used to be more regular before the closure happened, every day	1

Question 7 – When are you most likely to receive deliveries?

When the post office or delivery firm can feel that they could complete the order to complete the stuff being delivered. The street should be open not closed 15 metres of a world class city, this is not a village it is a working city, this will push up delivery costs having to travel further around the street.	1
---	---

Question 8 – What type of vehicle do you use for deliveries?

As a Church: Office deliveries, Conduct of Funerals and Weddings (Hearse, Limousine + Disbald spaces required	1
Deliveries are from couriers and postal services so it is what ever they are driving mainly LGV. Also be aware that all the building on Bermondsey Street and need to be serviced by Builders, Plumbers, Electricians, Water etc and the introduction of the restrictions has made it very difficult to get tradesman to service the area. There are too few parking spaces that we can offer up and I live in a listed building that requires specialist technicians. There are also a lot of listed building on the street that also have the same issue.	1
Licensed London Taxi	1
Taxi . Green vehicles should be excluded and allowed to use the street. Pollution is caused in all of the surrounding areas when this street could be used to reduce congestion. Vehicles have to pay road tax out of love mission congestion charge insurance and they can't use 15 m of the street to get to their home address or business because you wanna close it because of street space. This is not in my opinion good for the community.	1

Question 10 – Are there any areas you think we may have missed?

Wider footpaths on the south side of Bermondsey street	12	The scheme proposes wider footpaths at designated areas of Bermondsey Street
Make the whole/as much as possible of the street pedestrianised	9	No Response
Residents and workers of Bermondsey street should have access to the road through allowed access with the camera that's being installed	4	The Council policy is to promote the use of more sustainable modes of transport, allowing motor vehicles into Bermondsey Street would not support this aim

Improve the general areas footpaths	4	Footpath improvements are part of the scheme
Café's on the street would benefit from bigger footpaths in front of the stores to allow space for tables and chairs	2	If the business would like further seating they must talk to our LBS's Licencing team
Pedestrianised areas around the pubs/bars have led to broken glass on the streets and higher levels of noise due to people drinking in the streets	2	This has been passed onto our licencing team
Prioritise pedestrian safety on Tanner Street	2	Street improvements in the local area will be accessed in Phase two
Install a sign on Druid St/Crucifix Lane signalling left to Whites Grounds	2	We will assess the signage in the area as part of phase 1 and 2
Wheelchair users are currently using the road to travel on the street as the footpath isn't in a great condition	2	Issues with conflicted footpaths will be rectified with the proposed widened footpaths
Commercial usage of the pavement by Pizarro Restaurant in the summer significantly narrows the pavement available and restricts accessibility	2	No Response
On the Tanner street junction large vehicles get stuck turning right / is dangerous for people crossing	2	Street improvements in the local area will be accessed in Phase two
Plant more trees on Bermondsey street	2	We will consider it in future design stages of the project
Pavements should be widened outside 142	2	No Response
Increased amount of rubbish being left on the road	1	The increase in rubbish being left will be reported to our street cleansing team
Introduce a no left turn from Long Lane onto Bermondsey Street to lower traffic on the road	1	Street improvements in the local area will be accessed in Phase two
Retain the bollards in front of the Church due to their historic and safety values	1	No Response

Works need to happen on Lambs Walk as the footpath is currently too narrow	1	Street improvements in the local area will be accessed in Phase two
Consideration needs to be given to improve the area for cyclists	1	The scheme is hoped to achieve an improvement for cyclists and pedestrians
Improve Footpath conditions on Long Lane	1	Street improvements in the local area will be accessed in Phase two
Increase the footpath width outside the Tanner & co	1	No Response
Open Bermondsey street up to taxis	1	All addresses are still accessible to taxis
Allow cars to go through there again	1	The Council policy is to promote the use of more sustainable modes of transport, allowing motor vehicles into Bermondsey Street would not support this aim
Pavements should be widened outside 46-62	1	No Response
Build out footpath on Lamb walk as currently only one side has paving	1	Street improvements in the local area will be accessed in Phase two
Find a way to stop vehicles accessing Bermondsey street from Long Lane	1	No Response
The proposal will effect street events such as the Bermondsey street Festival	1	No Response
Pavements should be widened outside and 70	1	No Response
Put a 10mph restriction on Bermondsey street to stop speeding	1	We will continue to monitor vehicle speeds on the road
Supply residents with Soundproof windows	1	No Response
Raising the Road level will cause confusion with road users	1	No Response
The No Road Vehicles section is just a trap to catch motorists and raise revenue	1	No Response
Making it a pedestrian area makes it dangerous for	1	No Response

cyclists and motorists due to the need to weave around pedestrians		
Not allowing traffic through the road has changed the overall feel of the street	1	No Response
Current Contraflow is very dangerous for pedestrians and cyclists	1	The proposed scheme will improve the safety for pedestrians and cyclists
Carmarthen Place is not shown on our maps	1	No Response
All streets should be pedestrianised	1	No Response

Question 11 - To what extent do you agree with the proposal to raise the road on Tyer's Gate at the junction of Bermondsey Street to prioritise pedestrians? (While retaining vehicle access, raising the road will slow vehicles down and create a flat surface for those walking and wheeling)

A raised road could allow for more outdoor dining, benefiting local businesses.	1	Businesses can apply for outdoor furniture licenses from the council
Agree only given there is no vehicle access anymore anyway. I still strongly object to the traffic filters and the bollards and/or any other form of roadblock.	1	No Response
As a frequent visitor the street when busy which it normally is is a very hard to be safe in due to a very small pavement especially when walking with children	1	With the proposed footway widening, it is hoped that safety will improve
As a wheelchair user any improvement to level access is welcome	1	No Response
Because I do not feel there is a need to do that as it might encourage people to stay near the road thinking they can be safe.	1	No Response
Businesses need access for deliveries. There is plenty of space for pedestrians.	1	No Response

By unsure I mean I can't see it's necessary - I walk down there a lot and very rarely meet a car and if I do they are never going fast - it seems like a waste of money and resources.	1	No Response
I agree with the widening. Can we please have a sign though on Druid St / Crucifix signalling left down Whites Grounds for cars / deliveries to access the north part of Bermondsey St (ie north of the road bollard). People just continuously miss that turn sending them round in a big circle. It has become a really problem.	1	We will assess the signage in the area as part of phase 1 and 2
I am strongly in favour of giving as much priority as possible to pedestrians on Bermondsey Street. It will make it a much pleasanter place to use.	1	No Response
I believe it's a great way to indicate that pedestrians are about and that this isn't a car-first zone.	1	No Response
I think it is a good idea to raise road so those in pushchairs or wheelchairs have one level surface to make their way. It does however create an impression that this is a pedestrian only road and people walk on the road which is dangerous	1	No Response
I would support this proposal if this treatment has been included at other junctions on B St ie at Whites Grounds and Lamb Walk. If it's beneficial at Tyers Gate, why not in these other locations?	1	No Response
If anything could do more	1	No Response
If the road is to be raised at this junction then it is important that licencing laws are adhered to. This change cannot encourage groups of	1	Applications for licenses can be made to the Southwark licensing team.

people to be drinking & eating on side roads such as Tyers Gate at different hours of the day & night that is already detrimental & clearly not acceptable to existing residents.		
I'm not sure how much this will slow cyclists, some of whom go through here far too quickly. The number of motor vehicles through here should be minimal so not sure what impact it has on them.	1	We will continue to monitor Cycle speeds in the area
In my view pedestrians and cyclist should get priority in Bermondsey Street	1	No Response
It helps if this road is fully pedestrian which many locals are hoping is not the case.	1	No Response
It will encourage larger groups to congregate and increase noise in the evenings/nights	1	No Response
it will help control motor vehicle speed	1	No Response
It would be more beneficial on lamb walk with reduction of speed and making vehicles to drive slow	1	No Response
It's difficult enough to get to Snowfields in a vehicle.	1	Accessibility of the local road network will be considered in phase 2
It's not clear what you mean by 'vehicles'. Does this mean that you're removing the closure to cars outside The Garrison etc?? Please don't reopen the street to motorised vehicles.	1	The Modal Filter will be remaining in place
Just be careful that the bricks used are not slippery when wet as those that have been added to other street junctions in recent years e.g. Neckinger/Spa Road. Spa Road/Grange Road. These are really scary to walk on when wet or icy	1	The materials used will be in accordance with the Southwark Streetscape Design Manuals (SSDM) this includes a minimum requirement for slip resistance.

Just need to ensure that the level changes are cycle friendly given the well used TfL bike stand. PS the removal of the drop kerb at the Weston St entrance to Leathermarket Gardens should be reversed as part of these works to join up the cycling infrastructure.	1	No Response
Levelling pavement to sidewalk height clearly prioritises pedestrians and cyclists over motor vehicles, making it safer for everyone.	1	No Response
makes noise as cars slow down and go over	1	No Response
More roads don't need to be blocked off/raised	1	No Response
Not aware of any particular problems experienced by pedestrians in crossing the mouth of Tyer's Gate so it is unclear why this special measure would be needed.	1	No Response
Pedestrians already walk across the road without looking at cars or bikes pulling out.	1	No Response
Private motor vehicle access shouldn't be retained. The whole street should be pedestrianised	1	No Response
Raise road will encourage more people to drink/eat outside Bermondsey Street Deli. We already have large numbers in the summer drinking well after 11pm.	1	This has been passed on to our licencing team
Raising the Road surface is unnecessary when the traffic is already very light and would further shift the balance away from legitimate and necessary road use.	1	No Response
Raising the road will lead to a return of more cars	1	No Response
Seems like a waste of money. The step change from road to path is very small and the	1	No Response

traffic into Tyers Gate is very minimal		
Slowing vehicles is important. Many pedestrians use this road	1	No Response
The current measures have led to BSt having much less motorised traffic. HOWEVER, the speed some bicycles and scooters drive through the the street is VERY dangerous to pedestrians. Something would need to be done to ensure this traffic is being slowed down CONSIDERABLY	1	We are aware of this and will continue to monitor cycle speeds
The levels of traffic on the street are already so low that pedestrians have priority as it is	1	No Response
The priority on Bermondsey street should be to encourage and enable pedestrians to enjoy the street and shops fully so i strongly support this proposal	1	No Response
There should be continuous pavements over side roads, without ugly markings, as other London local authorities are doing as standard (indeed TfL did on Blackfriars Road years ago).	1	No Response
This adds further time for locals to drive home, this is not a simple drive around the corner the whole one way system is a mess and leads to locals being caught in the traffic at tower bridge which is shocking. Access to this street is need for emergency and the locals should also have access to this road as a human right.	1	As part of Phase two, we will be assessing the road network around Bermondsey Street and look at how the can be improved
This could be positive in relation to park access as long as clear vehicular access is retained.	1	No Response
This is dangerous as it causes confusion	1	No Response

<p>This should only be changed if it benefits all people in the area. The point is roads need to work for everyone when all users are not considered we end up with networks that don't facilitate mobilities jobs and environment roads are a public asset and need to manage or transport for all this is dividing communities.</p>	<p>1</p>	<p>No Response</p>
<p>Vehicles still running too fast around the area</p>	<p>1</p>	<p>The proposal to raise the road is with the intention to will slow vehicles down.</p>
<p>What difference with this make you have already shut the road from Bermondsey Street south to north so vehicles cannot continue forward. Therefore to write making it a hell of a journey for anybody who wants to go from south Bermondsey straight up to North Wembley straight or London Bridge station or Tony Street, even public transport i.e. Taxis</p>	<p>1</p>	<p>No Response</p>
<p>Widening the pavement and raising the road will further encourage anti-social behaviour and noise nuisance from those congregating outside the bars and restaurants in the locality.</p>	<p>1</p>	<p>This has been passed on to our licencing team</p>
<p>would welcome, plus speed bumps all the way along the street, especially at the lower end by Long Lane. There is regular inappropriate speeding down the street</p>	<p>1</p>	<p>Phase two will be assessing the road networks in the local area</p>
<p>Yes, bringing in a system to have drop-cones (as in drop into the ground) or Residents passes controlled by CCTV/Number plate recognition system, for the lower part of Bermondsey St, to allow local residents to drive through. This would reduce</p>	<p>1</p>	<p>No Response</p>

some of the congestion that has now built up on Tanner St & reduce carbon emissions by reducing the time residents are on the road (detouring up Tanner St, onto Tower Bridge Rd & then onto Crucifix Lane) just to get to Snowfields. Crazy!!!! There's surely got to be a better way for residents in this area to access thier homes!		
You are pushing traffic elsewhere, creating congestion on other routes and making the wider area less suitable, for the benefit of one street.	1	We will continue to monitor traffic levels in the area and we shall be looking into the local road network in Phase two
You need to ensure that water can drain away and not flood local properties and that the road surface is quiet	1	No Response

Question 12 - To what extent do you agree with proposals to raise the road in between Morocco Street and White's Grounds and prioritise access for those walking and cycling?

Agree only given there is no vehicle access anymore anyway. I still strongly object to the traffic filters and the bollards and/or any other form of roadblock.	1	No Response
Anything that prioritises pedestrians is to be welcomed, though I'm not sure how much advantage raising the surface will provide.	1	No Response
As a wheelchair user any improvement to level access is welcome	1	No Response
As above, levelling pavement to sidewalk height clearly prioritises pedestrians and cyclists over motor vehicles, making it safer for everyone. In this case it also provides a great first step towards pedestrianising the whole of Bermondsey Street in the future.	1	No Response

As long as there will be no street clutter and restaurants taking advantage of outside space	1	No Response
Ditto 11	1	No Response
I agree with making it easier for pedestrians but the street should be opened up to traffic	1	No Response
I agree with the widening. Can we please have a sign though on Druid St / Crucifix signalling left down Whites Grounds for cars / deliveries to access the north part of Bermondsey St (ie north of the road bollard). People just continuously miss that turn sending them round in a big circle. It has become a really problem.	1	We will look into signage in the local area
I believe it's a great way to indicate that pedestrians are about and that this isn't a car-first zone.	1	No Response
I believe that the main Street should still be defined, partly because of it's historical significance.	1	No Response
I don't think that raising the pavement will make it better for cycling - which needs dedicated cycle lanes that are more clearly delineated and demarcated.	1	The proposal is to make the cycle lane permanent and in turn better marked out
I think it will create confusion. It may make it look like a pedestrian only area and confuse pedestrians / traffic	1	No Response
I think this works as a traffic-calming measure and increases footfall and custom for local businesses, and also reduces traffic and makes the area safer and more pleasant for local residents	1	No Response

<p>I would support this proposal if it was clear how you are going to slow cycles and other wheeled traffic that currently assumes priority in this area? Raising the surface will imply pedestrian priority and could make pedestrians vulnerable to bikes/cargo bikes/scooters etc. How are you going to control potential expansion of the retail units that have already colonised the space outside their premises? I don't object to the animation of the street by these businesses but they need to be managed/controlled to ensure they don't expand further into the new pavement space that the proposals will provide.</p>	<p>1</p>	<p>The proposal will look at improving pedestrian and cyclists safety.</p> <p>Any business looking to expand their seating will have to go to our licencing team who will assess their request.</p>
<p>If the road is to be raised at this junction then it is important that licencing laws are adhered to. This change cannot encourage groups of people to be drinking & eating on side roads such as Morocco Street at different hours of the day & night that is already detrimental & clearly not acceptable to existing residents.</p>	<p>1</p>	<p>This has been passed on to our licencing team</p>
<p>If you insist on closing the road then this seems a reasonable way to demarcate the area</p>	<p>1</p>	<p>No Response</p>
<p>In case there is no opportunity later to comment on the proposed ANPR camera, BermondseyStreet.London asks that, to preserve the privacy of residents and pedestrians, the camera be directed solely at the carriageway, excluding views of windows, doors and pavements</p>	<p>1</p>	<p>No Response</p>
<p>It is too difficult to get to Snowsfields in a vehicle.</p>	<p>1</p>	<p>Phase two will be assessing the road networks in the local area</p>
<p>It will encourage larger groups to congregate at bars and increase noise in the evenings/nights</p>	<p>1</p>	<p>This has been passed on to our licencing team</p>

it will help control motor vehicle speed	1	No Response
its the only access to Bermondsey Street by vehicle (that is if the bollards are still in the middle of B Street	1	No Response
It's unclear from the plan but this area should not be marked with lines etc. You should remove all priority markings between Tanner & Morocco Street junctions: current markings are both ugly and counter-intuitive.	1	No Response
Just be careful that the bricks used are not slippery when wet as those that have been added to other street junctions in recent years e.g. Neckinger/Spa Road. Spa Road/Grange Road. These are really scary to walk on when wet or icy	1	The materials used will be in accordance with the Southwark Streetscape Design Manuals (SSDM) this includes a minimum requirement for slip resistance
makes noise as cars slow down and go over	1	No Response
Raise road will encourage more people to drink/eat outside bars and restaurants eg. The Garrison, Jose, The Woolpack etc.	1	This has been passed onto our licencing team
Raising the road will lead to more cars	1	No Response
Residents on whites ground estate are totally cut off from accessing our homes from the North of Bermondsey Street.	1	No Response
Roads in the area need to be opened not closed/raised	1	No Response
Same as above	2	No Response
See above	1	No Response
See comment in 11 above.	1	No Response
Slowing vehicles is important. Many pedestrians use this road	1	No Response
strongly agree with prioritizing access for walking and cycling; unsure that raising the road has a positive effect (and worried that it may have a negative effect)	1	No Response
The current measures have led to BSt having much less motorised traffic. HOWEVER, the speed some bicycles and scooters drive through the the street is VERY	1	We will continue to monitor cycle speeds in the area

dangerous to pedestrians. Something would need to be done to ensure this traffic is being slowed down CONSIDERABLY		
The levels of traffic on the street are already so low that pedestrians have priority as it is	1	No Response
The point is Roach need to work for everyone when all users are not considered we end up with networks that don't facilitate mobilities jobs and the environment roads are public assets I need to manage transport for all this divides communities	1	No Response
The problem in this area is electric cyclists (usually deliveroo) going through at 30mph+. this is not going to stop this. there are no cars here now anyway...	1	We will continue to monitor cycle speeds in the area
This area has already become a messy drinking /smoking area for folks outside bars on the street. This would likely make it worse. Vehicles should instead pass through here.	1	This has been passed onto the licencing team
This is a multi-way junction, pedestrians need remain watchful for traffic, including cyclists heading along the east-west Cycle Quietway	1	No Response
This is an area where pedestrians tend to wander out in front of bicycles, and it can be a dangerous corner. Especially for electric scooters and electric bikes coming through at speed.	1	We will continue to monitor speeds in the area
This is dangerous as it causes confusion	1	No Response
This is good idea as the current situation (blocking the street at this junction) is currently congesting the road from 112 Bermondsey Street on peak time. Bad for security, environment and noise.	1	No Response
This should be the start of creating two lanes for cyclists,	1	No Response

instead of the one which currently exists.		
To get from Long Lane eastbound out onto Tower Bridge Road when driving is increasingly difficult. I admit I still tend to go up the main part of Bermondsey St and out via Tanner St, rather than the long way round via the south sections of Bermondsey St. Could you look at enabling a left turn from Abbey St eastbound into Tower Bridge Rd (currently not allowed)?	1	Phase two will be assessing the road networks in the local area
Vehicles and bikes still travel too fast round this corner. Raising the road may help slow them down.	1	No Response
Widening the pavement and raising the road will further encourage anti-social behaviour and noise nuisance from those congregating outside the bars and restaurants in the locality.	1	No Response
Would also leave current barriers in place in this area, otherwise more vehicles will use it and create a hazard	1	No Response
would welcome, plus speed bumps all the way along the street, especially at the lower end by Long Lane. There is regular inappropriate speeding down the street	1	Phase two will be assessing the road networks in the local area
Yes, bringing in a system to have drop-cones (as in drop into the ground) or Residents passes controlled by CCTV/Number plate recognition system, for the lower part of Bermondsey St, to allow local residents to drive through. This would reduce some of the congestion that has now built up on Tanner St & reduce carbon emissions by reducing the time residents are on the road (detouring up Tanner St, onto Tower Bridge Rd & then onto Crucifix Lane) just to get to Snowfields. Crazy!!!! There's surely got to be a better way for	1	No Response

residents in this area to access thier homes!		
You are pushing traffic elsewhere, creating congestion on other routes and making the wider area less suitable, for the benefit of one street.	1	Phase two will be assessing the road networks in the local area and how traffic flows
You need to ensure that water can drain away and not flood local properties and that the road surface is quiet	1	No Response
You seem to think that everybody cycles on walks they do not. Do you have a lot of tourists in Bermondsey Street and I cannot understand why they cannot go straight through on public transport. I.e. Taxis as buses do not run up Bermondsey Street	1	All addresses are still accessible to taxis
Agree only given there is no vehicle access anymore anyway. I still strongly object to the traffic filters and the bollards and/or any other form of roadblock.	1	No Response

Additional Comments from Licenced Taxi Drivers Association received via email received January 27, 2023 4:37 PM

To whom it may concern,

I write on behalf of the Licensed Taxi Drivers Association (LTDA) regarding your consultation on the measures proposed for Bermondsey Steet scheme and to outline ways that we believe it could be improved. Please take this email as our formal response to the consultation.

The LTDA is the professional and authoritative voice of London's licensed taxi drivers, representing over half London's black cab drivers. Licensed taxis are an integral part of London's public transport network. They provide a vital door-to-door, wheelchair accessible and increasingly sustainable mode of transport and keep the capital moving efficiently.

London's licensed taxis have the exclusive right to ply for hire on our streets and are legally obliged to undertake any compellable journey, with fares set and closely

regulated by Transport for London. This guarantees that passengers can always find a vehicle to take them where they need to go. They are also equipped with devices such as hearing loops, to ensure that they can provide a safe, effective service and cater to the needs of every passenger.

In view of these key characteristics, licensed taxis also have a distinct legal status and rights, such as the ability to use the majority of London's bus lanes and exemption from road charging schemes like the ULEZ and Congestion Charge. It is therefore vital that you ensure that adequate provision is made for taxi access in this scheme to allow taxis to continue to meet the needs of local residents, people with protected characteristics such as the elderly or disabled, and businesses.

As it stands, our members have expressed real concerns about this scheme over its period of operation, however we believe it can deliver on its objectives, without undermining the important and unique service that London's black cabs provide with one minor change.

We believe that London's licensed taxis should have full access to the section of Bermondsey Street between Morocco Street and Whites Grounds. Whilst this may seem on the face of it to be a small change involving a short section of road it would make a huge difference to our members and ensure that taxis are providing the most efficient and reliable service for passengers. Bypassing this restriction involves making a number of turns and using several side streets, to get back on to the route. This is time consuming and has wider implications in terms of increased fares and inconvenience for passengers, who often complain, if the driver takes what seems like an odd, round and about route, even though it is not their choice to do so. If necessary, to facilitate taxi access, you could consider introducing a lower speed limit on this short section to ensure the best outcome for all and allay any safety concerns from other road users.

Licensed taxis (hackney carriages) are one of the safest, if not the safest mode of public transport, carrying many passengers who are unable to walk or cycle, but also choose not to use a private car. As it stands, the restriction forces taxi drivers to take longer, unnecessarily convoluted routes to access some premises and businesses on Bermondsey Street. It also makes such journeys more expensive for passengers, putting those with no other means of transport at their disposal at a considerable disadvantage and make the service licensed taxis provide less competitive. It is also simply displacing traffic and resulting congestion and pollution onto other roads within the area and side streets, making it a less attractive and appealing destination.

Granting this additional access to licensed taxis, would bring this scheme into line with other schemes in your borough which have provided exemptions for licensed taxis and ensuring they have the access we need to continue to provide an efficient and effective service. This could be easily incorporated into and achieved through your plan to replace the bollards with ANPR cameras to ensure better access for emergency vehicles. Similar ANPR systems are used to administer the ULEZ and Congestion Charge, which taxis are already exempt from and to monitor the use of bus lanes (which taxis are also permitted to use) and a number of local authorities have used ANPR to allow taxis to access their low traffic neighbourhoods and other similar schemes, including Southwark. Local authorities can already access TfL's licenced taxi list which is updated on a daily basis to use for bus lane enforce borough bus lane access.

Our members share your commitment to cleaning up London's air and to making our city a better place to live and work for everyone. 44% of London's taxi fleet is now zero emission capable. Drivers continue to invest heavily in these clean, green vehicles, working towards an all-electric fleet within the decade. London's licensed taxis therefore provide an increasingly sustainable alternative to private car ownership, helping to reduce car use and promoting shared mobility through apps like *Taxiapp and ComCab*.

Licensed taxis also have a safety record which is second to none. They are by far the safest form of public transport, as demonstrated by accident and casualty statistics for the capital. Our members are professional, experienced drivers, with higher levels of awareness and training than private car users. They are committed to sharing the roads safely with cyclists and other road users and providing a safe service for their passengers.

We would welcome the opportunity to meet with you to discuss the implications of this scheme for taxis and how these might be mitigated in this and any future schemes, in more detail. We can also provide examples of how licensed taxi access has been maintained in other areas, without undermining the objectives and efficacy of these schemes.

Yours faithfully,

**Licensed Taxi Drivers Association
Taxi House
133 Great Suffolk Street,
London
SE1 1PP**