

### Lewisham Commonplace Map – summary comments on Gateway

Location/Comment	Issue	Suggestion	Supporting statement	Number agreeing
The 'cycle path' in front of the police station	Not cycle friendly	Safer roads	Others have commented on this ridiculous cycle path. The end drop off in front of the old co-op building is a death trap. But before this you are routed straight into the space to wait for the pedestrian crossing to get across to the centre. So, on busy days a large group of pedestrians are standing entirely filling this path, facing at right angles to it.	3
Cycle path a/a	Not pedestrian friendly	Slow down traffic Safer roads More cycle paths	I agree this cycle path is ridiculous. If cyclists manage to get around the 3 lane chaos of Loampit Vale/Rennell Street without cycling infrastructure, the option of a crude looking 50 meter cycle path on the pavement at the end of your endeavor is not serious!	16
Corner of Rennell Street/ Lewisham High Street Needs a pedestrian crossing here to make it easy to walk up from the market to the station	Not pedestrian friendly The existing crossing is in the wrong place and makes you go out of your way. Not nice especially when you have heavy shopping.	Slow down traffic More trees Wider pavements Add crossing	This part of Lewisham is horrible for pedestrians. Lewisham needs to get its priorities right i.e. pedestrians first, then public transport and only then motorised transport. It also needs a strategy to discourage and make life more difficult for motorised transport.  The environment is gross, it needs wider pavements, narrower roads, traffic	20

			calming and more trees and greenery.	
Rennell Street The pedestrian crossing	Fast traffic Not pedestrian friendly	Slow down traffic Enforcement	I see drivers run red lights here way too often, in both directions. Pedestrians also cross when they have a red light because otherwise you're kept waiting for ages. It's really hard to see traffic coming and hard to be sure drivers are looking out for you. It doesn't feel safe.	12
Rennell Street	Congested Not pedestrian friendly	Enforcement	<p>Cars block the pedestrian crossing here, meaning that we have to squeeze in between them. HGVs often end up blocking the entire thing and mean that any disabled person cannot get across and it is dangerous to have to funnel in between cars who are crossing here. I think there should be a camera which issues a ticket to people who block the pedestrian crossing when they have a red light here. It would be simple and would probably raise revenue before deterring people.</p> <p>The whole junction here is poorly designed, and I have looked back to the CGI 'hero images' that the developer put forward for the junction showed more pedestrian crossings and a much more pleasant street environment.</p>	5
Rennell Street	Not pedestrian	More cycle	The crossings around the extremely busy	33

	friendly Polluted Fast traffic	paths Add crossing More places to walk Safer roads	junction where Lewisham station meets the shopping centre meets Loampit Vale are not pedestrian friendly in location or in speed of changing green. It's a horrible place to walk and cross, and I'm sure the pollution is terrible, esp for the people waiting at the bus stops. Could public transport/ pedestrians/ cyclists be given more priority here?	
Traffic volume / lack of cycling infrastructure / pedestrian experience	Congested Polluted Not pedestrian friendly Not cycle friendly		<p>Cycling infrastructure at the Lewisham gyratory is non-existent. When redesigning the new road layout and planning improvements, cyclists have not been taken into account; there are no cycle boxes at the lights on Rennell Street or cycle lanes on the entire road plan.</p> <p>The crossings on Renell Street are not pedestrian friendly and the presence of cars is overwhelming along Molesworth Street, Loampit Vale and Rennel Street. Constant vehicle movement is disorientating as the landscape is prioritised by cars. Access to the shopping centre is not obvious from the Rennel Street side as the pedestrian has clearly been considered as an afterthought. High pollution levels are obvious here.</p> <p>Lewisham high street and Lee High Road</p>	17

			has great potential to be a brilliant, clean, safe central hub for the community – with potential for independent shops and small businesses to prosper, but this is totally brought down by the presence of dominating vehicles and lack of pedestrian infrastructure which I think inhibits people spending their time and money there. The community is already vibrant and the Market should be celebrated as for its character and identity – but people do not want to go to Lewisham for the reasons above.	
Pedestrian crossing... here and outside Maggie's	Not pedestrian friendly		Less waiting times. Why are pedestrians forced to wait so long for the green man? Easy to nip across when alone, but not with children. Why are pedestrians always second best?	1
Unnecessary through motorised traffic (St Stephen's Grove)	Not cycle friendly Fast traffic Congested Not pedestrian friendly	Close rat runs More cycle paths	These residential roads carry a lot of through traffic avoiding Lewisham Gateway junction going to Belmont Hill. Filtering would dramatically improve the environment for local residents.	2
Extremely dangerous for cyclists to reach the station (Station Road)		Provide drop kerbs in this location More cycle paths	The new road is not wide enough for buses and bicycles. There should be provision for cyclists, but, as this isn't the case, the signs should be instated to allow cyclists to share the pavement (priority to pedestrians of course).	7
What happened to design here the roadway	Polluted	Safer junction	Remove the busses from this area and	0

and how it is over populated with buses (17 waiting is not unusual) is a traffic disaster Where they exit this road on to Loampit vale and cross the traffic is a nightmare of poor decision planning (Station Road)	Not pedestrian friendly Congested		make the connection elsewhere the roads are a mess with buses, cabs and other vehicles. This is the worse thought out piece of road engineering ever It has to change as it is untenable. Remove the buses and make their stopping point in loampit vale where many sit idle. Removing the cross flow of the traffic under the railbridge on to Loampit vale out of Station road will help traffic flow.	
Station road is unbelievably congested with pollution	Congested Polluted		It's so poorly designed with all the buses and taxis and the pedestrian crossing. what were you thinking when you redesigned it. too many buses and taxis in too narrow a road	17
Station Road	Not pedestrian friendly Not cycle friendly	More cycle paths	This road should be for buses, taxis and cyclist only	2
Access to Lewisham station for cyclists is now much worse	Not cycle friendly Poor visibility	More cycle paths	If you are coming down Loampit Vale towards Lewisham station, the way to get to the station by bike has become really convoluted, now that Station Rd is one way. You have to go around the back of the DLR and then you're on a pavement. Really not ideal!	8
Station Road access to Loampit	Not cycle friendly	More cycle paths	Very dangerous to leave the station and return to Cressingham Road area. Major roads with no clear bike provision. A	7

			<p>minimum of 3 sets of traffic lights and many other road hazards (overtaking multiple buses, cars unsure where to go, vehicles not adhering to road markings as these are not properly thought out). Highly congested. Station Road should allow cyclists onto pavements (priority to pedestrians of course) and then the main "roundabout" could be avoided. Highly dangerous.</p>	
<p>Left turn/curve in Loampit Vale turning westbound - dangerous left-hook risk for cyclists</p>	<p>Not cycle friendly Fast traffic</p>	<p>More cycle paths Safer junction Safer roads</p>		31
<p>Dunno which eejit designed this 'London Cycle Network' segregated path Walking east out of Cornmill Gardens under the railway bridge to Molesworth Street, round a blind corner as they come out under the bridge, pedestrians suddenly find themselves in a segregated pavement/cycle lane. There's no signage to explain it, neither half is wide enough.</p>	<p>Not cycle friendly Not pedestrian friendly</p>	<p>Improve pavements</p>	<p>You could readily make the carriageway of Molesworth Street narrower (why is it a dual carriageway?) and have a proper pavement and segregated cycle lane.</p>	8
<p>Arches by Glass Mill LC</p>	<p>Wasted space, could be transformed to add value</p>	<p>Beautify Places to sit Better lighting</p>	<p>The arches by glass mill could be transformed into shops / cafes etc as has been done elsewhere in London in similar spaces. This would transform the space, 'trendify' and add true value to the area as it would attract people to and from the station / leisure centre and from the</p>	8

			surrounding flats to spend money and time in the area.	
Lewisham Gateway Junction	Not cycle friendly Fast traffic	More cycle paths Safer roads	<p>The new roads here are disappointing for cyclists. There is so much space for proper, cycle superhighway-style segregated cycle paths here and they are very much needed.</p> <p>Fast traffic often does not like to share space with cyclists, amplifying the problem that cyclists have to take primary position in the middle of lanes to ensure their safety as the road curves or as lanes filter traffic for different turnings at junctions.</p> <p>This is the big problem; impatient drivers as a result of cyclists' need to take primary position necessitates clarification of different vehicle types' rights to what space.</p>	16
Rennell Street junction with Loampit Vale	Not cycle friendly	More cycle paths Safer roads Safer junction Slow down traffic Enforcement	Junction requires fully segregated cycle lanes as per London cycle design standards	7
Rennell Street junction with Loampit Vale This is the worse junction. It is not friendly	Not cycle friendly Not pedestrian	More cycle paths	This is the worse junction. It is not friendly for any road user. The pedestrian	12

<p>for any road user. The pedestrian crossing is poorly placed and dangerous. The phasing of the traffic lights causes cars to block one another at the junctions. There needs to be yellow junction boxes put into place. The lights should promote the movement of traffic to reduce pollution. Shrubs and bushes should be planted to beautify the area and absorb pollution.</p>	<p>friendly Poor visibility Congested Polluted</p>	<p>Safer roads Safer junction Slow down traffic Enforcement Add crossing Beautify</p>	<p>crossing is poorly placed and dangerous. The phasing of the traffic lights causes cars to block one another at the junctions. There needs to be yellow junction boxes put into place. The lights should promote the movement of traffic to reduce pollution. Shrubs and bushes should be planted to beautify the area and absorb pollution.</p>	
<p>Southbound cycle path joining Lewisham High Street across the road from clock tower</p>	<p>Not cycle friendly</p>	<p>Safer roads</p>	<p>The way this cycle path joins the busy road is unprotected and very dangerous. Traffic moves fast and often without care, making it difficult (especially for inexperienced cyclists) to use the cycle path until its southernmost end. Experienced cyclists don't use the path at all.</p> <p>It would be good to protect the path where it joins the road so when cycles and motor traffic eventually mix, they will be side by side rather than one behind the other.</p>	<p>13</p>
<p>The worst new road layout in London</p>	<p>Congested Polluted Not cycle friendly Not pedestrian friendly</p>	<p>Safer junction More cycle paths Enforcement Safer roads</p>	<p>This is a death trap for cyclists in the mornings and evenings- re-design for the 21st century is essential.</p>	<p>3</p>

Similar to crossing Lewis Grove, there is no time when crossing the bottom of Belmont Hill that traffic could not potentially be coming.	Not pedestrian friendly	Safer junction	Pedestrian lights required!	15
The crossing (Carpetright) changes too quickly and cars are still driving over the green man time to the point that pedestrians and cyclists cannot cross, I've witnessed several collisions.	Not cycle friendly Not pedestrian friendly	Safer junction Safer roads	Give the pedestrian crossing longer or a longer period of all red at the lights, cameras to catch red light jumping vehicles too	15
Thurston Road approach to Loampit Vale	Unnecessary lanes Congested Not pedestrian friendly	Provide drop kerbs in this location More cycle paths Wider pavements Improve pavements Add crossing	Is there really a need for 3 lanes here? Trace Thurston road back to the junction with Jerrard Street, and there's a single entry lane which naturally constrains traffic volumes. This is a T-junction with 2 options - left and right. Hard to understand this layout. Agree with other comments that this junction is hard in general for pedestrians to navigate. Narrowing it down would make it simpler, safer and give more space to people. In addition this means the cycling lane could be moved and properly segregated, rather than be tacked onto the pavement like an afterthought.	6
The dangerously chaotic roads around Lewisham Station	Polluted Potholes Not cycle friendly Not pedestrian friendly Congested	More cycle paths Safer junctions	Where to begin? I cycle and so see the utter chaos caused by the present road arrangements. Turning left onto Loampit Vale out of Thurston Street there is a 20 yard long 'cycle lane'. This ends abruptly with a bus stop - fine if there are no	1

		<p>buses there but hazardous if there are. Next stop is the pedestrian lights before the bridge - these cause a car jam going the other way as buses coming out of Station Road have nowhere to go and frequently block the road. Then on to the madness of the lanes by the bus stops - it's a very wide piece of road with no provision for cycles. The worst part is buses trying to cross 3 lanes of traffic in a 50-yard stretch - the only good thing is that the traffic is so slow, if not stationary, that it is usually possible to squeeze around the peculiarly-angled vehicles. Then the madness of the Rennell Street / Molesworth Street junction - the phasing of the lights means it's invariably blocked with vehicles crossing lanes. Along Rennell Street the pedestrian crossing isn't too bad although the pedestrians have to deal with some pretty angry drivers. As a cyclist, coming along here one is never too sure which way cars in the middle lane are going to go - they're supposed to go left but the main traffic flow is right and many, including buses, take this option. two lanes into one won't go though so another jam is caused turning right. That's in addition to the jam caused by</p>	
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			<p>traffic turning right into Rennell Street. Any cyclist tempted to use the 'cycle lane' outside the police station would be advised against it as they are only heading towards a dangerous re-entry point onto Lee High Road. I feel like I've only covered half of the faults with the design but I'd like to keep this brief.. It's bad enough trying to get through this mayhem in a car, on a bike or as a pedestrian it's positively dangerous and unhealthy</p>	
Molesworth Street	<p>Not cycle friendly Not pedestrian friendly</p>	<p>More cycle paths Improve pavements Wider pavements Safer roads Beautify Places to sit More street trees Add crossing</p>	<p>So much potential along this stretch of road. A double lane that is hardly used (particularly northbound), a cycle lane on the wrong side of the pedestrian walkway. One lane could easily be converted into a dedicated cycling lane with loads of space given to pedestrians, places to sit, trees and other calming measures with the space left over from the current cycle track. This road is simply not used enough to justify two lanes for fast moving traffic, and the resulting wasteland behind the shopping centre doesn't need to be.</p>	12
Albion Way and Lewisham High Street	<p>Fast traffic Not pedestrian friendly</p>	<p>More cycle paths Safer roads</p>	<p>Crossing the road here is quite hazardous with fast driven forklift trucks (these carry no registration numbers and are</p>	10

	<p>Congested Not cycle friendly</p>	<p>Add crossing Wider pavement Enforcement</p>	<p>therefore are untaxed vehicles using a public road - this needs looking into). Going to and for market and very busy bus traffic, large number of buses travelling through. There desperately needs to be a pedestrian crossing in place. With so many buses using this route is also dangerous for cyclists travelling along this section of Lewisham High Street to join cycle route at Molesworth Street. Could a shared cycle pedestrian route be put in place to take cyclists away from the buses? Thank you.</p>	
<p>Pedestrianised Street on the High Street Dangerous for pedestrians crossing to shopping centre</p>	<p>Not cycle friendly Congested Not pedestrian friendly</p>	<p>Safer road Safer junction More places to walk Street trees</p>	<p>The buses need to all be re-routed to behind the shopping centre to create a safe, well lit, pedestrianised high street with safe cycle passage. It's incredibly dangerous to cross, especially with prams in this very family-friendly area. This change will encourage nicer patio dining and bring in bigger businesses to the area, and improve air quality for everyone using the centre.</p>	11
<p>Lewisham high street cycle use</p>	<p>Not cycle friendly</p>	<p>More cycle paths</p>	<p>Cycling down the High Street is a nightmare for cyclists as the space is dominated by buses. It's dangerous and frightening. A dedicated cycle lane needed in both directions. Rye Lane has a good solution with a two way cycle lane</p>	14

			separate from the highway	
Cyclists using Lewisham High St	Not cycle friendly	More cycle paths	The high street is very dangerous and frightening for cyclists .Buses use all the road space. Separate 2 way cycle lanes as exist in Rye Lane would make it safer.	14
So scary to cycle here	Not cycle friendly	More cycle paths		9