Transport has been raised as one of the biggest issues around the Canada Water Masterplan. It is a complex topic, involving many organisations.

On the 3rd and 8th December 2016 the Canada Water Masterplan team held two walkabouts and drop-in events dedicated to gathering local experience of the transport and movement network, as well as any thoughts on solutions.

In total over 150 people attended and people also commented by email. Suggestions, issues and ideas have all been mapped across the different types of transport. This information will help inform the Transport Strategy for the Canada Water Masterplan area.

The following pages provide a summary of the feedback grouped by transport mode. Not all suggestions can be addressed by British Land through the Canada Water Masterplan project. However British Land is working with TfL and Southwark Council on the development of a transport strategy that will mitigate the impact of development.

All the information on display at the events can be downloaded from the ‘info & docs’ section of the website: www.canadawatermasterplan.com

Thank you from the British Land team to everyone who took part and we look forward to further discussions on transport and wider masterplan topics.
WHAT WE’VE HEARD

Creating a pedestrian and cycle friendly place is a key ambition of the masterplan so far. Linking with existing pedestrian routes will be an important consideration. The routes and streets within the masterplan area are being updated and feedback on these will be gathered at the next stage of consultation.

British Land have been party to discussions with Transport for London, London Borough of Southwark, Canary Wharf, other developers and finance houses to understand how a pedestrian and cycle river crossing to Canary Wharf might be delivered, and how the masterplan could best connect with it. British Land’s contribution to the bridge is expected to come from its Community Infrastructure Levy (CIL) payment. So far people have told us creating a more connected area, walkable routes with pedestrian priority is considered a big positive. And that connections, particularly across Lower Road and to Greenland Dock.

The map to the right includes the key issues raised and points of discussion from the walkabouts and drop-in sessions in December 2016, as well as online comments.

WALKING

ABOUT

SUMMARY OF COMMENTS

This is a collection of issues and ideas relating to the wider area. Not all can be addressed through the Canada Water Masterplan but they will help inform a joined-up transport strategy with areas of responsibility for TfL, Southwark Council and British Land.

New connection to Southwark Park and Lower Road crossings: A new connection and crossing to Southwark Park opposite Hothfield Place was supported. A pedestrian crossing here is seen as useful, but would need to be considered holistically with all crossings on Lower Road.

Link between Lower Road and Canada Water Dock: Opening up the disused connection was considered an opportunity for good links between Lower Road and Canada Water Dock.

Railings by Surrey Quays station and Lower Road: Comments that railings are uninviting, block natural flows of movement and create a false sense of safety. It was suggested that key junctions are redesigned to respond to desire lines and maintain a good flow.

Level change by Redriff Road / Lower Road: There isn’t a clear route to the shopping centre from the junction with Lower Road. It was felt that evening-out levels and having a clear route would be beneficial, fully integrated with the new high street and to look better, encourage walking and good connections with Lower Road shops.

Keeping sight lines: Good sight lines between the ‘town centre’ and Lower Road, along Hothfield Place were considered valuable.

Crossing route between south-west of Rotherhithe Old Road to shopping centre is convoluted: too many crossings, no signage.

Rotherhithe roundabout crossing: The existing Lower Road is considered unsafe, too close to roundabout (on the roundabout exit side) and with poor sight lines. Moving it south by 50m was suggested.

Lower Road gyratory: There is a desire to know more about the the Council’s plans so it can be integrated. Two way vs. one way traffic, access to Redriff Road and pedestrian connections were areas of interest.

Blank walls: Large areas of blank walls are on the Lower Road overground bridge by Surrey Quays station. Animating this space and understanding links to the railway would be a point of interest.

Rise in pollution: Over the past two years a noticed increased pollution has made walking in the area (particularly Lower Road) difficult.

Rotherhithe River Crossing: Strong support for the Rotherhithe pedestrian and cycle river crossing. It was highlighted that a lot of short journeys are taken between Canada Water and Canary Wharf, so the bridge could ease existing pressures at Canada Water.

Canada Water Dock crossing: Mixed comments, with some supportive of a pedestrian link across Canada Water Dock, citing better links and use of the water; others feeling it isn’t needed and may spoil the general aesthetic. Design and ecology impact was considered key.

Have pedestrian only / pedestrian priority routes

Car-park route from Canada Water Station to Greenland Dock: Opportunity to make the walk from Canada Water station to Greenland Dock area feel safer. More lights could discourage antisocial and intimidating behaviour

Ensure good connectivity to the south-west: noting that Southwark Park is not open at night and people need to walk around it.

Canada Water cobbles: Resurfacing the cobbled path by Canada Water, was suggested as currently this is hard to walk on. Wooden decking could be a short term solution.

Thames Path: Suggestion to consider the Thames Path as a national trail where pedestrians have priority, therefore diverting cyclists.

Redriff Road pedestrian crossing: Suggestion of a need for a pedestrian crossing on Redriff Road between Omega Gate and Quebec Quarter.

SELECTED IMAGES
Concerns have been expressed about the capacity of the road network, with particular concerns relating to the congestion at Rotherhithe roundabout and the junction of Surrey Quays Road. Car parking has also been raised as a key issue.

In consultation with Southwark Council and TfL, work has started on strategic public transport, strategic highway and local highway modelling to measure impact across these transport modes. This work will integrate with the Council Plans for the Lower Road Gyratory and TfL’s plans for the Silvertown Crossing and wider traffic and transport projects, such as Cycle Superhighway 4.

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CYCLING

ABOUT
Creating a place that is cycle and pedestrian friendly has been a key ambition of the masterplan so far.

Linking into the existing cycle network will be critical. British Land is working closely with TfL and Southwark Council to understand future improvements, including the crossing to Canary Wharf and the following cycle routes:

- **Cycle Superhighway 4 (CS4):** A cycle route proposed by TfL on Jamaica Road and Lower Road. British Land are speaking with TfL on the potential options but are not responsible for delivering the scheme.
- **Quietway:** Southwark Council are currently consulting on the planned quietway, which is a low-traffic route from Tower Bridge Road to Canada Water.

There is support for TfL to extend the cycle hire scheme into the area as it currently covers the West, North, East but SE16 seems to have been left out; suggested locations include Canada Water, Rotherhithe and Surrey Quays stations.

There was a key ambition of the masterplan so far to create a place that is cycle and pedestrian friendly. Creating a place that is cycle and pedestrian friendly has been a key ambition of the masterplan so far.

SUMMARY OF COMMENTS
This is a collection of issues and ideas relating to the wider area. Not all can be addressed through the Canada Water Masterplan but they will help inform a joined-up transport strategy with areas of responsibility for TfL, Southwark Council and British Land.

1. **Cycle hire scheme:** Support for extending the Cycle Hire scheme into the area as it currently covers the West, North, East but SE16 seems to have been left out; suggested locations include Canada Water, Rotherhithe and Surrey Quays stations.
2. **Rotherhithe River Crossing:** Suggestions to ‘future proof’ any river crossing by including cycleways to get there.
3. **Cycle Superhighway 4 - Jamaica Road & Lower Road:** It was questioned how cyclists on CS4 will impact pedestrians / crossings on Jamaica Road and Lower Road? These are busy roads, so it was suggested segregated cycle lanes would be needed.
4. **Rotherhithe Roundabout & Tunnel:** ‘Think bike’ signs for the tunnel and roundabout were suggested.
5. **Lack of cycle parking near Surrey Quays station:** Reports of a lack of cycle parking near Surrey Quays station and bikes chained to railings by the station entrance.

- **Cycle Superhighway:** Support for the cycle route to encourage cycling and help reduce traffic.
- **Cycle parking:** Comment that there is an overall lack of cycle parking facilities in SE16 for those who live in flats.
- **Concerns about impact of cycling on other road users and pedestrians:** Concern were raised about encouraging cycling at the expense of road users. Caution was noted about cycle lanes potentially increasing traffic congestion.
- **Important to encouraging cycling:** It was also noted that there should be a focus on encouraging people to cycle instead of increasing vehicle capacity.
- **Better east-west routes for pedestrians and cyclists:** There was support for the Council’s proposed quietway, with suggestions that there should be something similar to the south e.g. along Gomm Road, Southwark Park and to avoid pedestrians and cyclists having to use the Rotherhithe roundabout.
- **Security of cycle storage:** To ensure safety of cycle storage a number of suggestions were made including: CCTV cameras: additional lighting; shaded glass; secure doors; reviewing the strategy for the underground parking to increase security.

**Cycle Safety:** Comment that the Rotherhithe Tunnel and Lower Road are congested and can be dangerous for cyclists.

WHAT WE’VE HEARD

SELECTED IMAGES
**BUS**

Public transport will be key to the development of the masterplan and this includes bus routes. The team is aware that there are existing issues with the bus networks. The (Feb 2017) TfL Southeast Riverside Review looks holistically at how the bus network may change in response to development coming forward.

British Land will mitigate impacts of the Canada Water masterplan development and will be working closely with TfL to understand where additional capacity may be needed on existing routes, or where new routes would be beneficial.

There are a number of complexities to take into account including links to the wider bus networks, physical changes to the road networks and how bus services can be accommodated (i.e. on street or at stops and stands).

British Land anticipate the strategy would include a series of enhancements over time, as the masterplan is built.

Key issues discussed included congestion on the local road networks is impacting heavily on bus usage and causing people to use other modes which are more beneficial.

Summarized comments include:

- Improve the frequency, capacity and reliability of buses: Comments that buses are inconsistent and often too full to board. Noting the 225 is full at peak hours / not frequent enough and often empty at night. Also that it is difficult to get on the 381 at Canada Water during peak hours. If the buses ran as advertised it would help.

- Rotherhithe Roundabout: Comments that the eastbound bus lane on Jamaica Road is often blocked by cars meaning that bus passengers are also delayed. A suggestion was to have a full bus lane or to re-structure the roundabout to ease the movement. As well as citing potential to suspend bus lane (or have intelligent bus lane where Lower Road meets Rotherhithe roundabout).

- Rotherhithe Old Road: It was noted that lots of people get off at Surrey Quays Station stop, thinking it's the shopping centre, but then have difficulty finding it – better signage is needed.

- Additional bus routes: Suggestions include:
  - A non-stop express bus route during peak hours from Canada Water to central London could ease congestion.
  - A bus lane that serves Salter Road to Canada Water and Surrey Quays on a loop.

- Shuttle bus or local hopper: Suggestion that this could cover the Rotherhithe to Deptford area more effectively, linking to the stations. Allowing hop on and off.

- Jamaica Road: It was noted that local bus issues are often due to Jamaica Road and that the yellow boxes aren’t currently enough. Suggestions were to increase the capacity on Jamaica Road, and that the yellow boxes aren’t currently enough.

- No bus from shopping centre to the peninsula: There is no direct bus route from directly by Tesco to the peninsula this can often be very difficult with shopping.

- Plowery Way/ Redriff Road bus stops: It is reported that from 7.30 am on weekdays, it can be impossible to get on C10 at this stop - it usually gets full at the previous stops and passes by this stop.

- Bus arrivals display board: would be helpful at Canada Water station.

- Read layouts to encourage bus use & cycling: make it a quick and efficient option.

- Address current issues first: Before development takes place, what will happen to address the current congestion issues?

- Old Kent Road: is also frequently gridlocked which impacts bus services.

SUMMARY OF COMMENTS

This is a collection of issues and ideas relating to the wider area. Not all can be addressed through the Canada Water Masterplan but they will help inform a joined-up transport strategy with areas of responsibility for TfL, Southwark Council and British Land.

- Number of times comment was agreed with / repeated
- Comment gathered during walkabout
The Canada Water Masterplan is focussed on the four local stations to the masterplan site - Canada Water, Surrey Quays, Bermondsey and Rotherhithe. The Masterplan team are already engaged with TfL to understand in detail the operation of Canada Water and Surrey Quays Stations. Future discussions and analysis will consider the additional number of station users. A range of solutions will be explored which will include the potential for circulation within the station to be improved. Future London wide infrastructure such as Crossrail, London Bridge reopening and TfL’s plans to increase the journey to Canary Wharf would be beneficial.

We are alive to the existing tube/overground and will be a factor in discussions. Surrey Quays, Bermondsey and Rotherhithe. The Masterplan team are already engaged with TfL to local stations to the masterplan site - Canada Water, Surrey Quays, Bermondsey and Rotherhithe. The Canada Water Masterplan is focussed on the four local stations to the masterplan site - Canada Water, Surrey Quays, Bermondsey and Rotherhithe. The Masterplan team are already engaged with TfL to understand in detail the operation of Canada Water and Surrey Quays Stations. Future discussions and analysis will consider the additional number of station users. A range of solutions will be explored which will include the potential for circulation within the station to be improved. Future London wide infrastructure such as Crossrail, London Bridge reopening and TfL’s plans to increase the journey to Canary Wharf would be beneficial.

WHAT WE’VE HEARD

SUMMARY OF COMMENTS

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1. **Canada Water Station**
   - **Congestion:** at Canada Water Station is considered a key issue.
   - **Interchange from Overground to Jubilee Line:** and short / one-stop journey to Canary Wharf causes much overcrowding; initiatives encouraging to travel outside of peak hours and walking connection to Canary Wharf would be beneficial.
   - **Design of the station:** Is there a potential for a new entrance/exit at Canada Water station - leading to Deal Porters Way? Also, could there be measures to get people off platforms and to the exits faster? It was suggested that re-designing the station could help reduce overcrowding.
   - **Trains currently could not cope with a significant increase in use:** potential solution is increased frequency of trains - particularly on Jubilee Line.

2. **Surrey Quays Station**
   - **Capacity:** The station was noted to be at capacity and that it couldn’t cope with increased population as it stands - the trains could probably sustain an increase in passengers, however, current layout inhibits this.
   - **Change station entry/exit:** Is there an opportunity for second entrance to Surrey Quays station on the eastern side of the Lower Road? One suggestion was for two separate entrances which serve each platform - one for entry and one for exit.
   - **Improvements to platform access required:** Walkways onto platforms could be re-designed. There is no access for wheelchair users and very difficult access for people with pushchair, heavy luggage, shopping baskets etc, provide lift access.
   - **Trans from Surrey Quays:** Suggestion for:
     - Closing Rotherhithe Old Road to traffic and introducing a tram that connects Surrey Quays Station to the areas south and west of it.
     - A tram from Surrey Quays to Canary Wharf, going over the proposed bridge, with potential to generate income.
     - A one way circular tram around the Rotherhithe peninsular and that Rotherhithe Old Road could be a tram station.

3. **South Bermondsey Station:** reported poor train reliability.

ADDITIONAL COMMENTS

In addition to the feedback on each of the transport modes we’ve also heard:

**River Use**

- There is potential for a new pier at the Mayflower Pub.
- More should be made of Thames Clippers as a key option for commuters. It was suggested reducing the cost needs to be considered.

**Future Development**

- It was suggested that Southwark Council and the GLA should be careful as to the scale of development they permit without addressing existing problems. Commenting that infrastructure needs to catch-up with demand before further development.

**WHAT WE’VE HEARD**

**SELECTED IMAGES**

**Transport Session:** Drop-ins & walkabouts

**Number of times comment was agreed with / repeated**

**Comment gathered during walkabout**

**December 2016**