

Consultation response on Transport for London plans for Deptford Broadway

London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

We welcome the opportunity to comment on the plans for Deptford Broadway, and our response has been developed in partnership with our local group Lewisham Cyclists.

As the capital's leading cycling organisation, we share our local group's concerns that there is little real improvement for any road user. We are surprised and disappointed to see such poor proposals when Transport for London has made good progress with creating safer junctions elsewhere in London, for example on the more recent Cycle Superhighway proposals where cycle segregated junctions are planned.

As with Lewisham Cyclists, we welcome the addition of some signalised crossings for pedestrians, but the lack of signalised pedestrian crossings on the Eastern arm of the junction is disappointing. This is where many pedestrians seek to cross, as it is the shortest route from the college on the north side of the road to the bus stop on the south. We also welcome the removal of the brick walls in the middle of the road but agree that the opportunity afforded by the freeing up of this extra space has not been used to best advantage.

We share Lewisham Cyclists' concerns about the additions to the road markings that make the junction even more dangerous than it is now. The inclusion of a cycle lane running alongside the left turning slip road into Deptford Church St actively leads cyclists into an extremely dangerous left hook position.

The cycle lane that leads into the bus lane outside the college also leads cyclists into an extremely dangerous road position due to the large shared use space at the toucan crossing which forms a buildout, effectively forcing east bound cyclists, who would be encouraged to follow this line from the cycle lane in to the bus lane, to swing out at the last minute into the path of motor traffic. This design places a cycle lane in exactly the most dangerous position for a cyclist at this particular point of the junction.

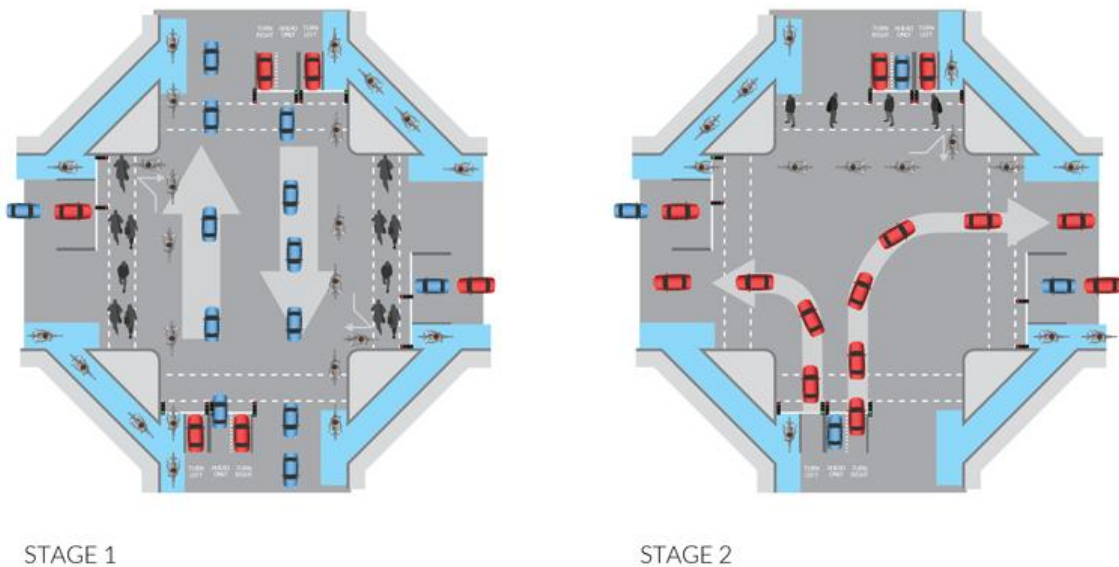
We share Lewisham Cyclists' concerns that none of the cycle lanes are mandatory or segregated. It is now accepted that anything less than a mandatory cycle lane does little or nothing to increase cyclists' safety. It should also be noted that Advanced Stop Lines are no use when lights are already green nor when there is no safe way to access them.

The off road cycle lane is badly designed as it stands, especially as it runs past the college weaving in and out of a very busy pedestrian space. Merely replacing it without rethinking its usefulness and redesigning it is a missed opportunity.

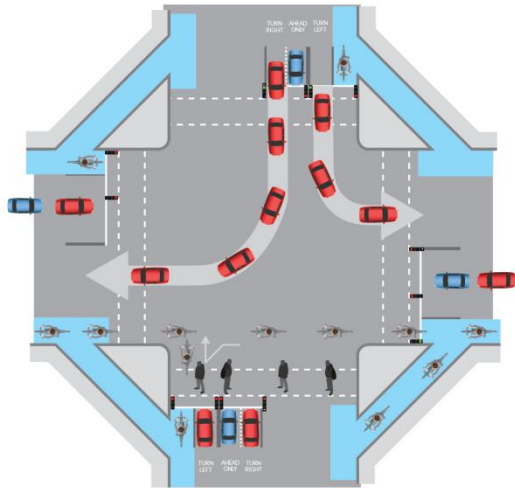
Elsewhere in London, TfL has taken note of past mistakes and is beginning to take on board more progressive ideas in junction design that benefit all road users without excessive delay to motor traffic.

Deptford Bridge is a good candidate for this kind of approach as it is a huge junction with large amounts of road space claimed by motor traffic for no good reason, narrowing sharply as it does in both directions on the A2. There is ample opportunity here to remove motor traffic lanes and change the way cyclists, pedestrians, buses and other motor traffic moves through the junction, removing some lanes of motor traffic, creating protected lanes for cyclists, using bus stop bypasses where appropriate and allowing pedestrians protected crossings on all four arms of the junction.

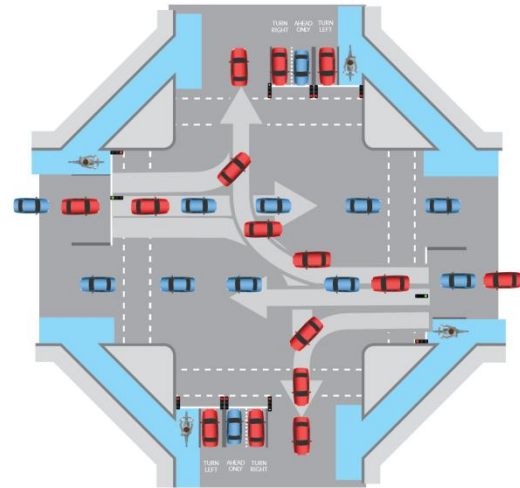
Below is a diagram and explanatory text which shows what is possible here. This figurative drawing illustrates a design which enables all cyclist and pedestrian movements through the junction to be fully protected and segregated from motor vehicle movements. We know elements of these more progressive ideas are already planned to be implemented at other junctions in South London e.g. Oval/Kennington. Transport for London has agreed previously that this model is capacity neutral.



On Stage 1, all north and south ahead traffic goes. At Stage 2, rights and lefts go together, and eastbound cyclists can go.



STAGE 3



STAGE 4

At Stage 3, southbound rights and lefts go together, and westbound cyclists go ahead. During Stages 2 and 3 east and westbound pedestrians can cross safely at the same time. At Stage 4, east and westbound traffic can go.

This model allows the same number of phases as currently, but gives more time for pedestrians and cycles to cross.

We are aware that the improvements presented in the consultation have arisen, primarily, out of the need to make this junction safer for pedestrians. However, we feel that if the opportunity has arisen to do something about this badly designed junction then the monies spent should be focused on redesigning it properly and completely.