London Cycling Campaign
26 August 2016
Southwark A100 Tower Bridge/Queen Elizabeth Street junction
https://consultations.tfl.gov.uk/roads/queen-elizabeth/consult_view

This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group and in support of the response of its borough group, Southwark Cyclists.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLoS). It is also strongly suggests that all schemes including cycling provision should be of comparable quality to similar schemes at cities with a high modal share of cycling, i.e. with a CLoS rating of 70 or above.

LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for growth in cycling, to accommodate such journeys.

LCC supports some elements of this scheme, but would make the following specific points:

- **Blocked crossing –** northbound traffic commonly blocks the crossing at all hours. A "yellow box"/keep clear junction is required as a minimum to ensure turning and crossing access for other road users.
- **Central reservation gap -** the design to enable those cycling along Queen Elizabeth Street to cross the central reservation directly without stopping is very welcome. But it is likely a significant number of those turning from Tower Bridge Road through the gap will ignore the two-stage right design, not least because so far in London implementation has seen excessive delays for those using them, leading to lower compliance rates. And the assumption is that this delay will be replicated here (it should not be). Given this, a stretch of spaced bollards would be preferable here to allow more of those turning to tuck into safety. A wider gap in general is desirable for anyone forced to wait at the central reservation when crossing Tower Bridge Road also - as this area is often overrun with cars and pedestrians.
- **Northern pedestrian arm –** there is no apparent good reason why both the northern pedestrian crossing is set back so far, nor why the radius of the northwest kerbline is so large.
- **Northbound on Tower Bridge Road –** during peak times, significant numbers of vehicles encroach upon the advisory lane on Tower Bridge itself and jostle with each other in the switch from two lanes south of the junction to one lane north, more could and should be done here to improve lane discipline and calm interactions.
- **Hook risks –** the current design retains one significant hook risk – for those cycling out of Queen Elizabeth Street from the east. Here, all motor vehicle traffic turns left, while most cycling traffic goes ahead or right. The feeder lane should be switched to the right hand/off-side (as LCDS demonstrates), but also a deeper ASL and "early start" control would mitigate this risk. The ideal, of course, would be to separate those cycling from motor vehicle traffic in time and/or space on all arms.
- **Speed issues –** Due to the volume of traffic, narrowness of lanes on the bridge and regular delays, this junction often sees high speed motor vehicle movements through it – particularly from vehicles coming down the hill from the bridge, frustrated by having just

queued over the bridge. More could and should be done to control speed particularly in that direction across this junction.

- **Design for all-ages, all-abilities** – This is one of the more complex and difficult junctions to design in London – with high motor vehicle flows and little space. Over 28,000 motor vehicles access the bridge daily (according to DfT traffic counts), with over 1,300 HGVs. But also over 3,000 people cycle over the same section of bridge daily. The bridge is a key link to the East-West Cycle Superhighway on the north side, and given LCDS suggests a 400m maximum distance between parallel routes in a network, it's the only good option for many people cycling north-south. Given this, it would be advantageous to consider more radical plans to enable all-ages and all-abilities cycling in the area. The current plans will improve safety for those who already cycle – which is welcome. But the bridge and Tower Bridge Road specifically will remain a barrier to those who don't currently cycle but would want to. Protected space across the bridge or some other method of improving the bridge for cycling is much needed, as is more space for pedestrians on the bridge, and an improved link for those cycling to the North-South Cycle Superhighway.