

London Cycling Campaign

28 October 2016

A100 Tower Bridge/Tanner Street consultation

https://consultations.tfl.gov.uk/roads/tower-bridge-road-tanner-street/consult_view/

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and is in support of the response from Southwark Cyclists, the borough group.

Specific points about the scheme:

- The introduction of eastbound one-way motor vehicle traffic west of Tower Bridge Road is supported, although modal filters or point closures would be a better solution – and consideration should be given to instead making the one-way east of Tower Bridge Road westbound (and therefore “opposing”), to avoid encouraging through motor vehicle movements.
- There is more work that should be done to ensure turns in all directions are safe and comfortable for those cycling and hook risks are eliminated. For instance, for those cycling southbound ahead off the bridge there is a risk of left-turning traffic; for those cycling northbound and turning east there are risks from oncoming traffic; and for those turning from either direction northbound onto the bridge there are risks introduced from the turn from Tanner Street on the west of the bridge etc.
- The current placement of loading bays is not ideal - it will force those cycling out into heavy streams of traffic. Instead, loading via Pope Street or in other manners should be designed for.
- Previous comments regarding the Quietway that passes through this junction hold. And the comments above relate solely to this specific junction – both regarding the proposed Quietway and Tower Bridge Road. It is worth pointing out further that given volumes of those cycling and volumes of motor vehicle traffic, then Tower Bridge Road needs protected, safe space for cycling, or appropriate motor vehicle volume reduction. The current closure of Tower Bridge Road provides an ideal opportunity to understand traffic redistribution and potential for modal shift in the area – with a view to considering appropriate treatments for Tower Bridge Road going forward that removes the risk of collisions and conflict between motor vehicle and cycling traffic on the bridge and at both north and south junctions etc.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of

providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.

- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- LCC wants, as a condition of funding, all "Quietway"/"Grid" highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all "Critical Fails" eliminated.