



Southwark, Lambeth and Wandsworth

Cycling and Traffic Management Partnership – 1<sup>st</sup> March 2016 (7.30

AM ride) Authors: Michael Barratt TfL and Francis Bernstein

Southwark Cyclists



### Attendees

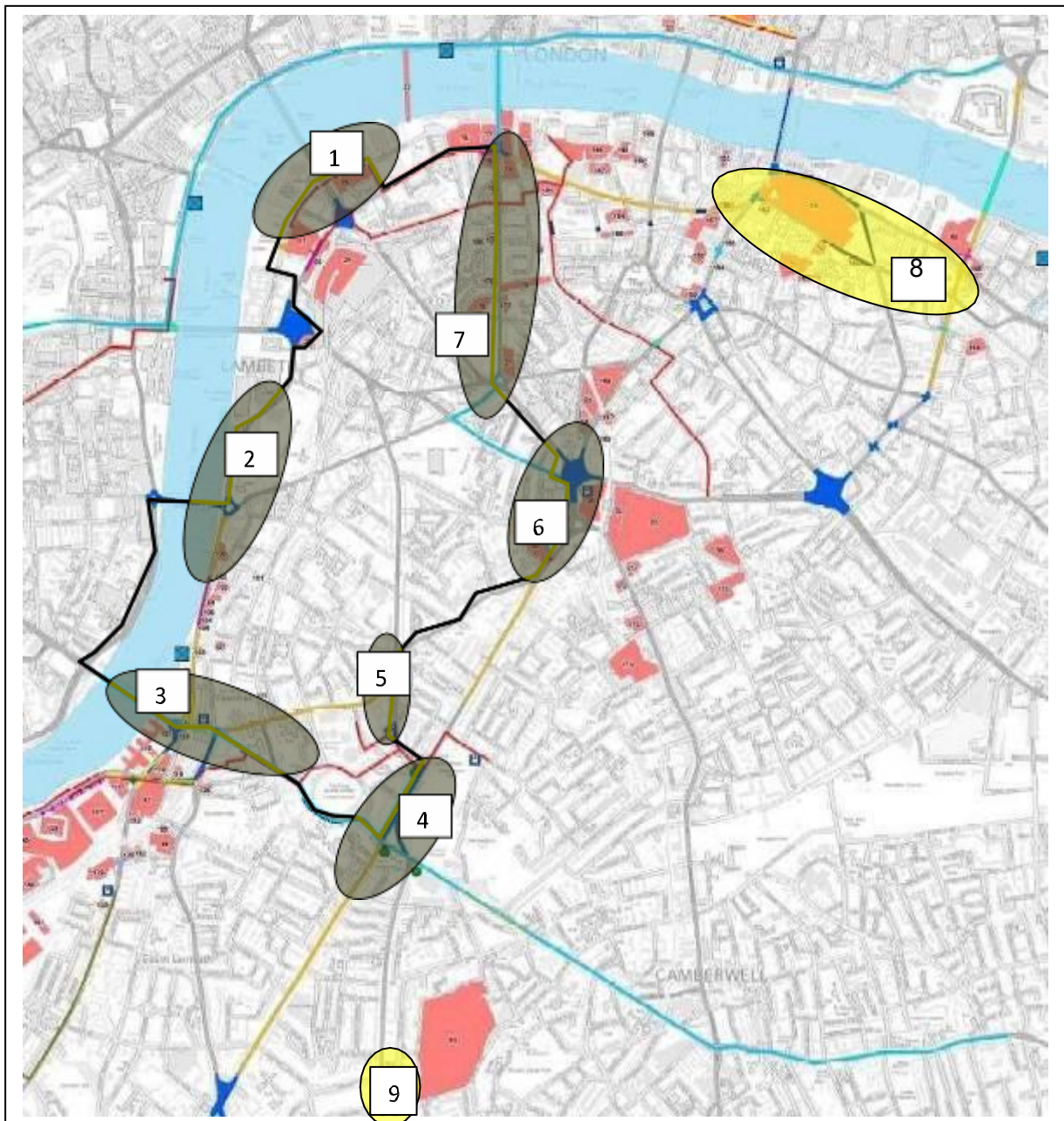
Michael Barratt	TfL Planned Interventions
Andy Cawdell	Southwark Cyclists
Francis Bernstein	Southwark Cyclists
Chris Townsend	Cycle Instructor
Catherine Osborn	Sustrans
Jez Porter	Laing ORourke

#### Introduction

The partnership is made up of TfL, Southwark and Lambeth cycle and pedestrian groups.

The objective of the exercise is to; on a regular basis cycle through TfL schemes during build and ensure where possible that the traffic management implemented does not negatively impact on vulnerable road users.

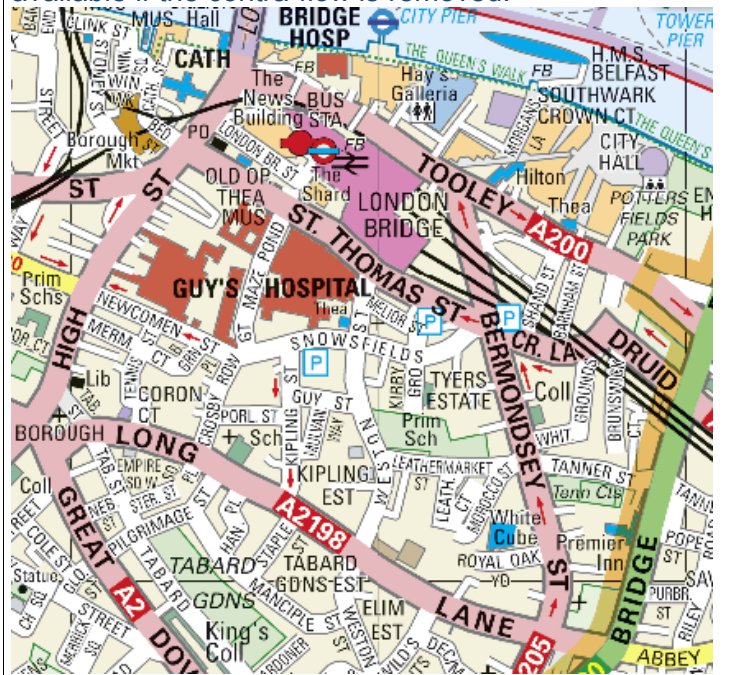

Cycling Area



Working Group Zones





1. Waterloo Working Group major development	Upper Ground and York Road
2. Vauxhall & Nine Elms Working Group (VNEB)	Lambeth Palace Rd
3. VNEB TfL CS5	Vauxhall Bridge, Harleyford Rd
4. Kennington Environmental & Programme (EP) TfL Oval	Kennington Park Rd
5. Kennington EP NLE	Kennington Rd
6. Elephant & Castle Working Group TfL Better Junction	Link Rd & Gyratory
7. Blackfriars Working Group TfL NSCH	St George's Circus & Blackfriars Rd
8. London Bridge Working Group	Next ride TBC
9. Stockwell	Stockwell Gyratory






Zone and location Item	Comments	Actions/Response
<p><b>Introduction</b>                      As part of the London Bridge Station upgrade project, Tooley St will become one-way (westbound) which includes removal of the footway (south side) between Bermondsey St and Joiner St for approx. a 2 year period from May 3<sup>rd</sup> 2016.</p> <p>Original designs were to include a 3m running lane for all traffic, a 1.6m contra-flow cycle lane (eastbound) and were possible to widen the footway (north side) removing all non-required obstructions such as; a bus shelter, sign posts, 2x post boxes and 2x phone boxes.</p> <p>There are approx. 500 cyclists and 5000+ pedestrians during the peaks and throughout the day. Concerns raised: <i>“Can the remaining footway cope with pedestrian demand and if not what is plan B?”</i></p> <p>The run is to look at what alternative routes are available if the contra-flow is removed.</p> 	<p>To understand issues around the area for cycling and walking during works.</p>	<p>MB to discuss all observations as part of a final method agreement meeting to take place shortly.</p>
 <p><b>Zone 8. London Bridge Working Group</b>  <b>Bermondsey Street/ Crucifix Lane Area</b></p>	<p>Group photo.</p>	

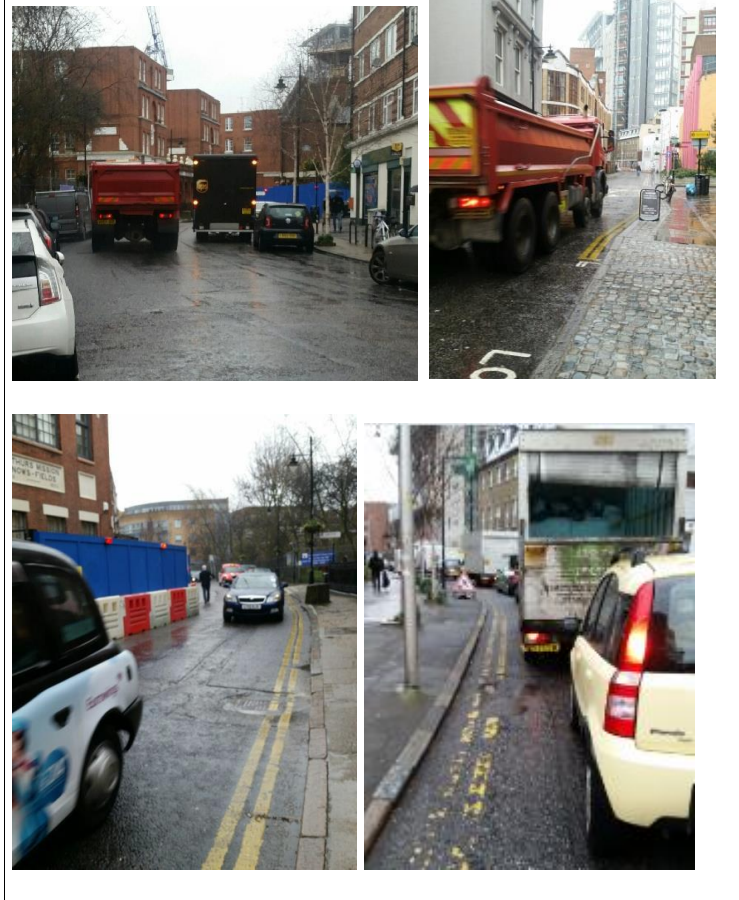

Zone and location Item	Comments	Actions/Response
	<p>Junction of Bermondsey Street / Crucifix Lane where the tunnel starts has no capacity at busy times.</p> <p>Significant conflict risk to cyclists.</p> <p>Increased construction and reduced capacity on Tooley Street will create even greater cycle conflict.</p> <p>Recommend two-way cycle route the full length of Bermondsey St.</p>	<p>MB stated this would not be achievable due to width availability and existing parking constraints.</p>
	<p>TM in tunnel to be improved. Hidden service entrances to be reviewed for safety.</p>	<p>MB has relayed concerns to Network Rail on hoarding layout safety concerns.</p>
	<p>TM consideration for safe cycle route along nearside over the closed pavement area</p>	<p>MB to investigate</p>
<p><b>Tooley Street Area</b></p>		
	<p>Tooley Street very high cycle and pedestrian demands.</p>	<p>3m remaining lane width was to act as trade off to allow contra flow to be implemented.</p>
<p><b>St Thomas Street</b></p>		



Zone and location Item	Comments	Actions/Response
	<p>High vehicle movement to service Shard combined with HGV stacking.</p> <p>Lorry stacking overhanging into bus stand impacting junction safety with Borough High Street</p>	<p>MB informed contractors on day of ride.</p> <p>Due to road closed east of Joiner St all vehicles have to perform 3 point turns in the road. Larger vehicles struggle to complete such manoeuvres safely.</p> <p>MB has advised not to use road due to safety conflicts.</p>
	<p>Site access marshaling seen to be working well, and disciplined.</p>	
	<p>Cyclists seen taking short cuts through development areas</p>	<p>These are existing issues which may increase considerably during the Tooley St operation.</p>
<b>Borough High Street</b>		
	<p>At busy times, high pedestrian demands regularly seen over-spilling into the road.</p> <p>Consideration for southbound improved space for cyclists and pedestrians.</p>	<p>Not fully achievable due to the numerous bus stops, parking and loading bays with high flows of traffic.</p>

Zone and location Item	Comments	Actions/Response
	<p>Developments on Borough High Street creating narrow pavements.</p>	
<p><b>Newcomen Street / Borough High street</b></p>		
	<p>Heavily congested. Mainly commercial.</p>	<p>Suggestion as part of a quiet way scheme, to close Newcomen St and allow cyclists to head east bound. This would mean loss of lane one at the traffic lights.</p> <p>Quiet Way Scheme works to commence soon but may not be ready within timescales. MB has raised concerns with safety issues with platoons of cyclists approaching at speed with not all following diversion.</p>
<p><b>Newcomen Street / Snowfields</b></p>		
	<p>Local back streets heavily chocked with traffic. Mainly commercial.</p>	<p>Newcomen St section only - If fully closed cyclists would be able to negotiate this section safely.</p> <p>There are numerous pinch points along this route.</p>
<p><b>Snowfields</b></p>		



Zone and location Item	Comments	Actions/Response
	<p>Multiple pinch points due to local commercial demands, and narrow back streets. Cannot be easily improved by TM.</p>	<p>Discussions to take place with potential use of using Snowfields as an alternate cycle route. Widths and vehicle types using this section need to be carefully considered.</p> <p>If parking was suspended, it may be possible to implement a cycle lane but development sites with carriageway based hoarding will be an issue.</p>
	<p>Other developments impacting access Guys Hospital Cancer Unit is presently undergoing section 278 works. They also require power. This route will be to the sub station on Tooley St meaning the proposed diversion route will have roadworks to lay the cables.</p>	<p>MB is assisting with Guys requirements which are a priority.</p>
<p><b>Conclusions</b></p> <p>There are no reasonable diversion routes existing without major infrastructure changes to allow safe cycle thoroughfare. Due to time constraints this is doubtful without urgent intervention and agreement with the Borough.</p> <p>Priority on Tooley St must focus on the larger demand which is the extremely high flows of pedestrians. A compromise will be put forward.</p> <p>All these issues are to be discussed in depth with all relevant stakeholders before final method is agreed.</p>		<p>MB to update</p>