



Artist's impression of CS4 at Rotherhithe roundabout/Jamaica Road

Cycle Superhighway 4 Tower Bridge to Greenwich

Response to issues raised
December 2018

Executive Summary

Between 28 September and 19 November 2017 we consulted on detailed proposals for Cycle Superhighway 4 (CS4) from Tower Bridge to Greenwich. The consultation asked for feedback on the proposals from residents, businesses, employers, transport users and other relevant stakeholders.

In March 2018 we published a factual consultation report which provided a summary and detailed analysis of the suggestions and concerns that stakeholders and members of the public brought to our attention. The factual consultation report can be found at tfl.gov.uk/cs4

This report provides our response to the issues commonly raised during the autumn 2017 consultation and the changes we are making to the proposals to reflect the feedback received.

Overall responses

We received 3,265 direct responses to our consultation, of which 83 per cent supported or strongly supported our proposals. 14 per cent did not support them, while 3 per cent said they neither supported nor opposed the proposals

52 responses were from key stakeholder groups, which comprised politicians, statutory bodies, employers, trade organisations, residents' associations, developers, campaign groups, disability groups, and more.

An additional 1,350 template emails were received via the London Cycling Campaign website which strongly supported the overall proposals and made suggestions for further improvements. An additional 80 template emails were received from Sustrans which supported the proposals.

Conclusion and next steps

The feedback we received was invaluable in helping us to further improve the scheme. [Section 1.2](#) of the report includes a summary of the design changes made following the responses received to the consultation.

We will be carrying out a further consultation early next year on changes proposed to the Southwark Park Road junction with Jamaica Road in response to the safety and congestion concerns raised.

Subject to the further consultation and the remaining stages of our internal decision-making process and those of the London Borough of Lewisham and the Royal Borough of Greenwich, we currently intend to commence construction on the consulted sections of Cycle Superhighway 4 (Jamaica Road, Evelyn Street and Creek Road) in summer 2019.

We also plan to carry out a joint consultation with the London Borough of Southwark on the detailed proposals for the Lower Road section of CS4, together with their proposals to remove the existing Gyratory in spring 2019.

Subject to the outcome of this consultation, construction would start on the Lower Road section in 2020.

We would plan construction carefully to minimise disruption to those who live, work and travel through the areas. As part of this planning, we would coordinate closely with other construction works in the area, and consider alternative ways of working including advance works, weekends and evenings.

We would also carry out an extensive communications and engagement campaign to ensure residents, businesses and others travelling through the works areas have the information they need to plan ahead and adapt their travel arrangements where necessary, reducing any impact on their journeys during the construction period.

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1. Response to consultation and next steps

1.1 Response to consultation

Between 28 September and 19 November 2017 we consulted on detailed proposals for Cycle Superhighway 4 (CS4) from Tower Bridge to Greenwich. The consultation asked for feedback on the proposals from residents, businesses, employers, transport users and other relevant stakeholders.

We received 3,265 direct responses to our consultation, of which 83 per cent supported or strongly supported our proposals. 14 per cent did not support them, while 3 per cent said they neither supported nor opposed the proposals

We received 52 responses from key stakeholder groups, which comprised politicians, statutory bodies, employers, trade organisations, residents' associations, developers, campaign groups, disability groups, and more.

An additional 1,350 template emails were received via the London Cycling Campaign website which strongly supported the overall proposals and made suggestions for further improvements. An additional 80 template emails were received from Sustrans which supported the proposals.

This report provides our response to the issues commonly raised during the consultation and the changes we are intending to make as a result. We produced this report in collaboration with the London Borough of Lewisham and the Royal Borough of Greenwich.

The feedback we received was invaluable in helping us to further improve the scheme. [Section 1.2](#) of the report includes a summary of the design changes made following the responses received to the consultation.

We will carry out a further consultation early next year on changes proposed to the Southwark Park Road junction with Jamaica Road in response to the safety and congestion concerns raised.

Subject to the further consultation and the remaining stages of our internal decision-making process and those of the London Borough of Lewisham and the Royal Borough of Greenwich, we currently intend to commence construction on the consulted sections of Cycle Superhighway 4 (Jamaica Road, Evelyn Street and Creek Road) in summer 2019.

We also plan to carry out a joint consultation with the London Borough of Southwark on the detailed proposals for the Lower Road section of CS4, together with their proposals to remove the existing Gyratory in spring 2019. Subject to the outcome of this consultation construction would start on the Lower Road section in 2020.

1.2 Summary of design changes following consultation

Our planned changes are summarised below and described in more detail in [Section 2.2](#). Where no changes are described, we are intending to proceed as per the design consulted on.

Section 1: Tooley Street / Tower Bridge Road

- We are no longer proposing to make Shad Thames one-way northbound and will retain the existing two-way traffic movement. This will also mean the existing footway width on Shad Thames will not change. We will continue to work with the London Borough of Southwark on their long-term improvement plans for the Shad Thames area
- To accommodate the two-way traffic movements on Shad Thames and maintain capacity at the junction we are no longer proposing a straight across pedestrian crossing on the eastern arm of the junction and will retain the existing staggered crossing

Section 2: Jamaica Road / Bevington Street

- We are proposing to retain the yellow box junctions at the Jamaica Road/Abbey Street junction and at the Jamaica Road/Bevington Street junction

Section 3: Jamaica Road / Southwark Park Road

- We are proposing to retain the yellow box junction at the Jamaica Road/Southwark Park Road junction
- We are proposing to ban the right turn out of Southwark Park Road for all traffic except buses and cyclists in response to safety and congestion concerns regarding additional traffic using Southwark Park Road to access Rotherhithe Tunnel*
- We are proposing to permit the ahead movement for all traffic from West Lane to improve local access*
- We are proposing new straight across crossings on Southwark Park Road and West Lane as well as improving the desire line for the staggered crossing on the eastern arm of the junction*
- We are also proposing new right turn pockets for cyclists to improve cycle access to CS4 from Southwark Park Road and West Lane

*These changes are subject to further consultation.

Section 4: Rotherhithe Roundabout

- We are proposing to reassign the westbound bus lane between Lower Road and Jamaica Road as a general traffic lane to improve traffic flow at Rotherhithe Roundabout

- We are proposing to signalise the parallel pedestrian and cycle crossings across Jamaica Road
- We have improved the alignment for the dedicated left turn traffic lane in to Brunel Road to further discourage drivers from using the lane to access Rotherhithe tunnel

Section 6: Evelyn Street / Oxestalls Road

- We are no longer proposing a shared toucan crossing facility for cyclists and pedestrians at Oxestalls Road. In the revised design, pedestrians and cyclists will each have dedicated space to cross Oxestalls Road in the form of parallel crossings
- We are proposing to move the proposed parallel pedestrian and cycle crossing further south by three metres to provide a more direct alignment for cyclists and are also proposing to widen the overall extents of the crossing to 7.5 metres

Section 7: Evelyn Street / Abinger Grove

- No changes are proposed to the design which we consulted on

Section 8: Evelyn Street / Deptford High Street

- Subject to further investigations we are no longer proposing to remove the tree at the junction of New King Street. We are also proposing to plant two additional new trees on the pedestrian buildout on the eastern side of New King Street
- The crossing at Deptford High Street was mislabelled in the consultation material as a pedestrian crossing when it was proposed to be a toucan crossing

Section 9: Creek Road / Deptford Church Street

- We are proposing to extend the segregation further along Deptford Church Street for cyclists travelling southbound

Section 10: Creek Road / Norway Street

- No changes are proposed to the design which we consulted on

Overall changes

In addition to the changes above, we are proposing to include zebra crossings at all bus stop bypasses following the publication of new guidance on bus stop bypasses.

1.3 Next steps for CS4

The feedback we received was invaluable in helping us to further improve the scheme. [Section 1.2](#) of the report includes a summary of the design changes made following the responses received to the consultation.

We will be carrying out a further consultation early next year on changes proposed to the Southwark Park Road junction with Jamaica Road in response to the safety and congestion concerns raised.

Subject to the further consultation and the remaining stages of our internal decision-making process and those of the London Borough of Lewisham and the Royal Borough of Greenwich, we currently intend to commence construction on the consulted sections of Cycle Superhighway 4 (Jamaica Road, Evelyn Street and Creek Road) in summer 2019.

We also plan to carry out a joint consultation with the London Borough of Southwark on the detailed proposals for the Lower Road section of CS4, together with their proposals to remove the existing Gyratory in spring 2019.

Subject to the outcome of this consultation construction would start on the Lower Road section in 2020.

2. Responses to issues commonly raised

We have worked closely with key stakeholders including the London Boroughs on our response to the issues raised during the public consultation, which are set out in this section.

2.1 Overall proposals

Principles of the scheme

Prioritisation of transport modes

Some respondents expressed their support for prioritising active travel over motor traffic, while others raised concern about prioritising cyclists over other road traffic, such as private cars, public transport and pedestrians. Some people suggested that the changes were not needed or were opposed to cycling in London.

As part of the Mayor's Transport Strategy (MTS)¹, an increase in active travel is being targeted in order to make London a healthier, safer and greener city. A key aim of the MTS is to increase the proportion of journeys made by sustainable modes of transport – such as walking, cycling and public transport – to 80 per cent by 2041, up from 64 per cent today.

Investment in cycling and walking forms a key part of this objective and will work hand in hand with public transport improvements to develop an extensive sustainable transport network across the capital. This together forms the Healthy Streets Approach² which aims to help reduce the reliance on private vehicles and make walking, cycling and public transport the most appealing and practical choices.

We want to make it easier for people in south east London to use sustainable travel and lead active lifestyles. We also want to make the streets on the CS4 alignment healthier, safer and more welcoming places for everyone. The proposals form part of the Mayor of London's plan for Healthy Streets, a long-term vision to encourage more Londoners to walk and cycle by making London's streets healthier, safer and more welcoming.

A network of Cycle Superhighways exists in north, south and east London, but none in south east London. Our proposals would connect Bermondsey, Rotherhithe, Deptford and Greenwich, linking important amenities and facilities, making them more pleasant places to live, work, shop and spend time.

¹ Mayor's Transport Strategy 2018. Available: <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>

² Healthy Streets Approach. Available: <https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets-london>

Data from existing Cycle Superhighways suggest the new route would also draw cyclists away from other routes that are less suitable for them. The introduction of the East-West and North-South Cycle Superhighways in central London have seen significant increases in cycling as a mode of transport. Recent survey data for 2017 shows that cycle flows have increased by up to 200 per cent since pre construction flows along East-West³ and the proportion of people choosing to cycle along North South because it feels like the safest option nearly doubled from 27 per cent before the route was built to 56 per cent after⁴.

TfL's London Travel Demand Survey (2016) found that there are around 8.17 million trips per average day in London that could potentially be made by bike in their entirety. This includes 62 per cent of journeys currently undertaken by motorised modes⁵. By encouraging people to cycle these journeys, road space can be freed up for journeys that require use of a motor vehicle.

Cycle Superhighways have been shown to carry a greater number of people than the roads they follow and therefore help to enhance the efficiency of street space along with other sustainable modes of transport. Two weeks after opening, the East-West and North-South Cycle Superhighways were moving five per cent more people per hour than would have been possible without the cycle tracks. Moving forward, this is expected to increase even more as they attract a growing number of cyclists.

Accessibility

A number of people said they were concerned that the scheme would not be suitable for young or elderly people, people with illnesses or disabilities or parents with children.

Our long-term aim is to improve conditions for walking and cycling, and in turn to help relieve congestion on public transport and the roads. This will benefit all public transport and road users, including vulnerable people who travel using those modes.

Cycle Superhighways aim to attract a diverse range of users. Segregated facilities provide a safe and accessible option for cyclists who are less confident in their ability, and for those who wish to increase their confidence when riding. Our tracks also adhere to the London Cycling Design Standards (LCDS) as closely as possible to provide smooth road surfaces and sufficient space for various types of non-standard cycles, including bikes with trailers for children, tandems, wheelchair-friendly tricycles and hand cycles. This allows people with different needs and requirements to use our tracks.

³ TfL Cycle Counts (2017)

⁴ TfL Cycle Intercept Surveys (2017)

⁵ Analysis of Cycling Potential 2016 (2017), available: <http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf>

Research shows cycling is most popular with people aged between 25 and 40. However, a key barrier to cycling is the lack of segregated facilities, and it is anticipated that introducing a segregated cycle track will encourage cycling growth among people below and above these ages. In order to encourage people from a range of age groups to use the route, CS4 will also provide connections to a variety of services and facilities, including local schools. It is acknowledged that there is still more work to be done to encourage new users and we will work closely with local boroughs to promote the route to a variety of audiences. We hope that the changes may also assist those who might like to cycle or cycle more, if conditions for cycling were made more appealing.

Cycles can act as a mobility aid for those who find walking difficult or cannot walk at all. Some people with disabilities ride standard bicycles; others use one of the many types of non-standard bicycle available such as tandems, tricycles, hand cycles or electric bikes. The Department for Transport has called for an increase in awareness of the use of cycles as a mobility aid⁶.

Our research found that 15 per cent of Londoners with a disability already make trips by bicycle⁷, which is only slightly below the percentage of non-disabled people who said they use a bicycle (18 per cent). This research also identified that 20 per cent of disabled people said they would “definitely” or “probably” use the Cycle Superhighways in the future.

Uptake of cycling

A number of respondents voiced their support for the scheme as they said it would encourage more people to cycle in the capital. Other respondents said they were concerned that the cycle tracks would be underused, and would be ineffective in encouraging people of all ages and abilities to switch to cycling.

A lack of segregated cycle routes is often identified as a key barrier to cycling of which is being addressed by CS4. Data from Cycle Superhighways that have recently opened shows that uptake from cyclists is high in terms of the numbers of the cyclists using routes and the proportion of traffic they make up. Where segregated facilities are provided, we have also observed very high proportions of cyclists using these compared with those remaining in the road.

Cycle counts undertaken in the Autumn of 2017 on Blackfriars Road show that the daily number of cyclists has increased from 1,995 to 4,462 since 2014; a rise of 124 per cent.

⁶Cycling and Walking Investment Strategy, 2016, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/512895/cycling-and-walking-investment-strategy.pdf

⁷Travel in London: Understanding our Diverse Communities, 2015, <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities.pdf>

Overall, this has led to a cycling increase of over 150 per cent in the capital since 2000 and Cycle Superhighways and Quietways has played a key role in this transport mode change. To build on this cycling growth further, it is clear that segregated facilities are a key factor.

High volumes of cyclists currently use the western sections of the proposed CS4 route where there are no protected facilities for them, and many journeys currently made in the area via motorised modes could be made by foot or by bike. TfL's [Strategic Cycling Analysis](#) shows high current and future potential demand along the route alignment for CS4, demonstrating immediate and future demand for cycling here. CS4 would also help work towards the ambitious target set out in the MTS, for 70 per cent of Londoners to live within 400 metres of the cycle network.

Public transport

Some respondents expressed their support for the scheme, saying it will reduce pressure on public transport, whilst others asked that proposals for CS4 should not negatively affect public transport services.

Our proposals aim to work directly alongside public transport to create a more comprehensive network in London and reduce the reliance on private vehicles. The scheme enhances links to existing public transport networks such as tube and rail stations and proposes to minimise negative impacts on public transport – particularly on the bus network.

See [Impact on bus users](#) for more information.

Scope of proposals

Lower Road

Many respondents called for the Lower Road section of CS4 to be consulted on as soon as possible.

The London Borough of Southwark is continuing to explore options for Lower Road, taking into account the major regeneration and development planned in the area.

We plan to carry out a joint consultation with the London Borough of Southwark on the detailed proposals for the Lower Road section of CS4, together with their proposals to remove the existing Gyratory in spring 2019.

Route Alignment

Some respondents suggested alternative routes for CS4, including along the riverside or back streets to avoid the A200.

The route alignment for CS4 was considered at length by TfL and the local boroughs over many years with detailed assessments undertaken to inform this. The aim of the scheme is to encourage more people to choose sustainable travel over motorised options in order to contribute towards the Mayor’s aspiration for 80 per cent of trips be made by cycling, walking and public transport by 2041. To be successful, the scheme must be an attractive route for cyclists with useful connections to local amenities and address current barriers such as safety. It must also contribute to the Heathy Streets approach to improving streets for the benefits of all road users including pedestrians and access to public transport. The chosen alignment for CS4, which connects a number of amenities along the A200, is integral to achieving these outcomes as it allows Healthy Streets interventions to be targeted to the right audiences in the right places.

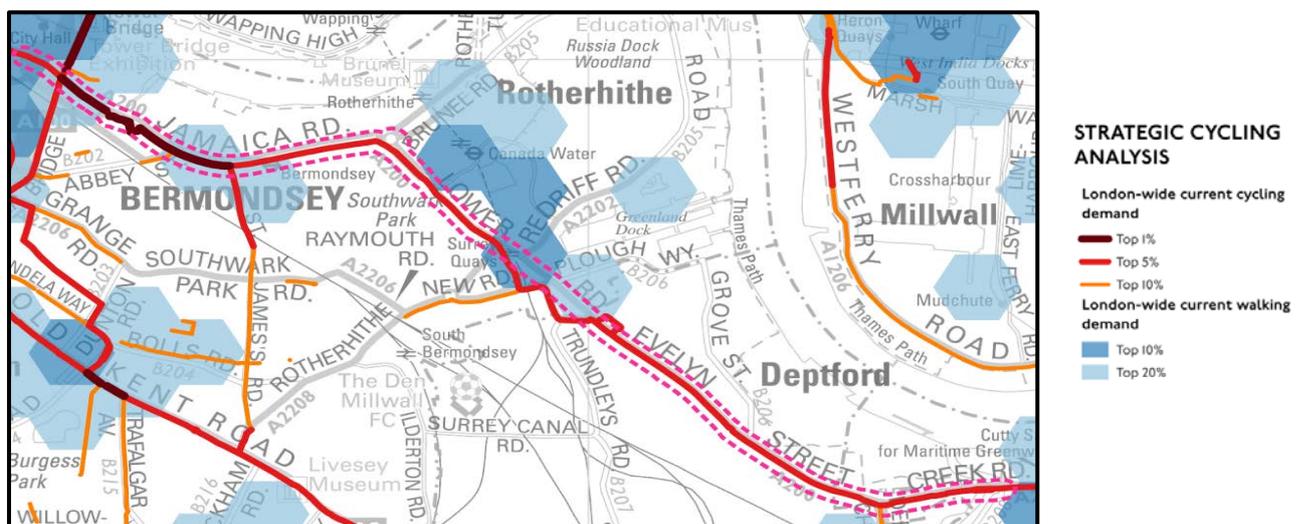


Figure 1: Current cycling demand along the CS4 route alignment is within the top 1% to 5%.

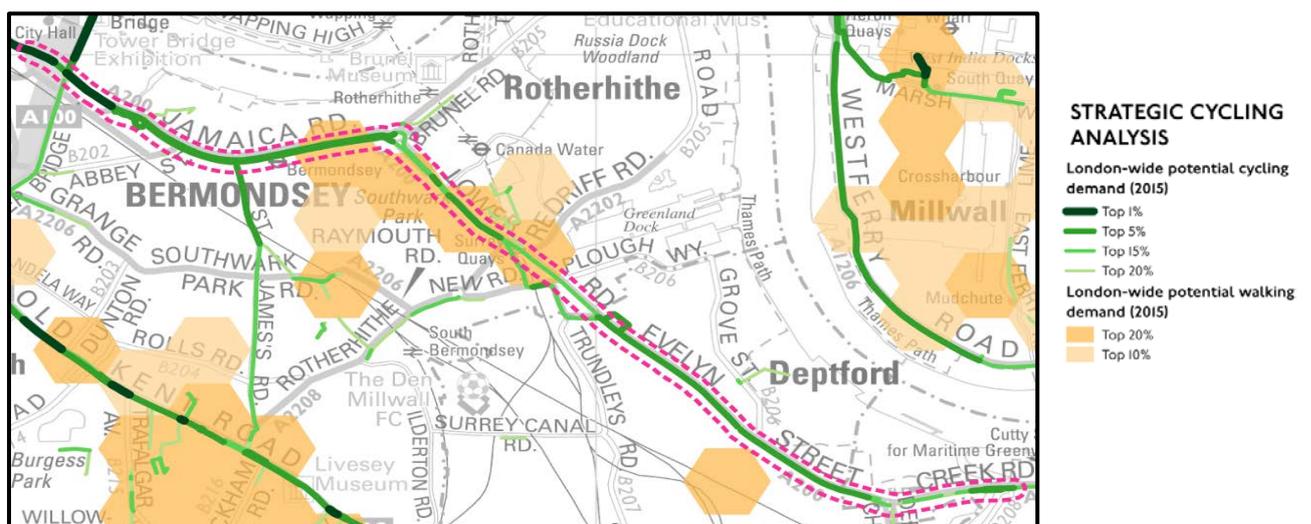


Figure 2: Potential cycling demand along the CS4 route alignment is within the top 5% to 15%. Walking potential is also shown

TfL's [Strategic Cycling Analysis](#) (SCA) supports the route alignment for CS4. It sets out potential corridors and locations where current and future cycling demand could justify investment and where demand for cycling, walking and public transport is most needed to improve all sustainable transport modes together. Extracts from the SCA data shown in Figures 1 & 2 demonstrate that current and future potential cycling demand along the CS4 route alignment are within the top 5 per cent for the majority of the route.

Cyclists can already travel along much of the Thames riverside via the Thames Path and Quietway 14. We did not choose to route CS4 along the Thames Path as it does not provide a direct enough connection for cyclists. In addition, the capacity of the Thames Path and constraints of the riverside infrastructure would have limited the amount of growth in cycling flows achievable while maintaining a comfortable level of service for pedestrians and cyclists.

There is a lack of suitable alternative routes for cyclists in this part of south east London that do not require significant diversions for cyclists, thus the A200 provides the best alignment for increasing the appeal and likely uptake of cycling.

Extension to Woolwich

A number of people called for CS4 to be extended to Greenwich Town Centre and further east to Woolwich.

The Royal Borough of Greenwich has been awarded funding under our Liveable Neighbourhoods programme to transform Greenwich Town Centre into a place that prioritises walking, cycling and public transport. As part of this project they are exploring options to continue CS4 through the town centre. The project is at a very early stage and public engagement is planned for early 2019 to incorporate local feedback into the design process.

We are also working collaboratively with Greenwich council to develop plans for a new cycle route linking Greenwich and Woolwich town centres. This route has been identified by the SCA data as one of 25 corridors with the greatest potential to increase cycling in London. This new corridor will complement existing plans for high quality cycling facilities delivered through CS4 and the Greenwich Town Centre Liveable Neighbourhood project, thereby providing safe cycling conditions between central London and Woolwich.

Extension to London Bridge

Some respondents called for CS4 to continue west on Tooley Street and connect to London Bridge.

We are currently consulting on interim measures to change the road layout of Tooley Street to reduce road danger, improve air quality, and provide better facilities to enable people to walk, cycle and use public transport,

Our proposals include introducing a 20mph speed limit, a 2 metre wide westbound mandatory cycle lane separated from traffic with wands on certain sections and restricting eastbound traffic movements.

This will be an interim scheme aimed at reducing traffic in the short term. We are working on a more transformational scheme for Tooley Street, to extend the high-quality cycling provision proposed as part of Cycle Superhighway 4 towards London Bridge.

For more information and to have your say on the proposals for Tooley Street please see [here](#).

Cycle Hire

A number of respondents called for the expansion of Cycle Hire along the CS4 route.

We are always keen to explore whether we could bring Santander Cycles to new areas where there is the potential for a sustainable amount of cycle trips. The MTS places high expectations on developer and third party funding to deliver transport solutions that will promote a shift to active and sustainable modes such as Cycle Hire. We will continue to explore opportunities with developers along the CS4 route to identify suitable packages of funding.

Impact on motorists

Journey times and congestion

The impact of the proposals on general traffic, including the loss of traffic lanes along some sections was a concern for many people who responded to the consultation. Many respondents also raised concerns about the existing congestion on Jamaica Road and Rotherhithe Roundabout and that the proposals would make it worse. Some respondents welcomed the proposals as they said CS4 would reduce congestion and suggested that the current road layout needs improving.

Although we are looking to make significant improvements to facilitate new cycle tracks, there will still be some reallocation of the space away from traffic to provide space for new cycle tracks. In addition, we have needed to carefully balance the signal timings at junctions for pedestrians, cyclists and traffic flows and as a result this will mean that for some users there may be longer waiting times at some junctions.

At consultation, we proposed several measures to improve the road layout, which included redesigning Rotherhithe Roundabout to improve traffic flow as well increasing lane capacity on both the Jamaica Road and Lower Road approaches. However we understand that congestion is still a major concern for many people and therefore, following a review of the design we are now proposing to reassign the

westbound bus lane at Rotherhithe Roundabout between Lower Road and Jamaica Road as a general traffic lane (see [Section 2.2](#) for more details). We believe these changes will help improve traffic movements in the area. In addition, we would also look to retain all the yellow box junctions along Jamaica Road to prevent vehicles blocking junctions further down stream.

Our updated traffic modelling indicates that the proposals would improve most eastbound and westbound journeys in the evening peak. In particular, eastbound traffic between Tooley Street and Surrey Quays Road is predicted to see a journey time saving of up to 4 minutes.

In the morning peak, we expect westbound traffic between Creek Road and Oxestalls Road to see significant savings. However, a journey time increase of up to 6 minutes is expected eastbound between Surrey Quays Road and Creek Road.

We would actively monitor and manage traffic conditions on the roads following the delivery of the scheme, and would aim to mitigate and manage traffic reassignment following implementation. We are investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time, and we are working to improve road user information so people can make informed journey choices before they travel.

For more information about our updated traffic modelling results please see [here](#).

Usage of cycle tracks

Some people raised concerns that the proposals would impact motor traffic all day while cyclists would only use the cycle tracks in the peaks and suggested cyclist priority at peak hours rather than having dedicated infrastructure. We acknowledge that cycling (and general traffic) flows are often highest during the morning and evening weekday peaks, coinciding with the journey to and from work. As such, our traffic modelling assesses the impacts of the scheme at the busiest times of the day, representing the worst case scenario. By providing more attractive routes connecting town centres and local services, we expect a wider range of people to choose to cycle for a variety of local trips throughout the day and as such, we need to provide a facility that caters for this use.

We actively monitor and manage the road network throughout the day to ensure that impacts are balanced. This includes flexible management of traffic signal timings depending on changes in demand throughout the day. If implemented, we would monitor the network in this location and make adjustments throughout the day as appropriate

Access and through traffic

Some respondents expressed concern about increased traffic on residential roads as a result of the proposal, while others supported proposals to close roads or ban turns as they felt this would reduce through traffic.

Following feedback received during consultation, we have made some changes to access arrangements along the route including no longer proposing to make Shad Thames one-way northbound. A number of people expressed concerns about making Shad Thames one-way northbound as they felt it would reduce local access to the area without wider changes. We will continue to work with the London Borough of Southwark on their long-term improvement plans for the Shad Thames area.

Many respondents also expressed concern about increased traffic on Southwark Park Road as a result of the proposals. Our traffic modelling for the CS4 proposals shows that traffic from the A2 heading for Rotherhithe Tunnel may prefer to use Southwark Park Road as a result of the proposed changes along the A200.

After undertaking an extensive review of the design at this location, we are now proposing to ban the right turn out of Southwark Park Road for all traffic except buses and cyclists. Our updated traffic modelling shows that traffic using Southwark Park Road to access Rotherhithe Tunnel would be displaced away from the A200 towards alternative river crossings. Reducing traffic volumes on Southwark Park Road would reduce congestion at peak periods, make it easier for pedestrians to cross roads and improve conditions for people who want to cycle. The changes would mean there would be less demand at the junction and also allow us permit the ahead movement for all traffic from West Lane to improve local access.

For more information about local access arrangements and for further detail on these changes please see [Section 2.2](#).

The proposals for this junction will be subject to a further consultation. If implemented, we would work with the local boroughs to review the impact of the scheme on traffic on surrounding roads and further measures may be considered where appropriate.

Emergency services

Some respondents expressed concern about congestion increasing response times for emergency service vehicles.

We have liaised with emergency services such as the London Ambulance Service to ensure that they are aware of the proposed changes to the road network and that their requirements have been considered. We will continue to engage with emergency services throughout the design development of the scheme.

Crossing the cycle track

Several respondents were concerned that it would be difficult for motorists to cross the two-way cycle track at junctions or side roads. Depending on the layout of the junction and the position of the cycle track, there will be a number of locations where motor vehicles would need to cross the cycle track when turning on or off the main road.

At junctions with traffic signals, motor vehicles would be separated from cyclists with separate approach lanes and signal timings, significantly reducing the chance of conflict at these locations.

Where the cycle track passes non-signalised side roads, there is a potential for conflict between cyclists and motor traffic entering or exiting. Where possible, we have sought to eliminate this conflict through signalling junctions, closing roads or banning certain movements. Where this not possible due to capacity or access constraints, or where vehicle flows are low, we have sought to reduce the likelihood of conflict arising through a combination of some or all of the design approaches set out in guidance such as the London Cycling Design Standards (LCDS) including:

- Setting the cycle track further into the side road to provide space for turning motorists to wait after leaving the main carriageway before crossing the cycle track. This also provides an area for drivers to wait before turning out of the side road without blocking the cycle track
- Restricting access or egress from the side road to reduce the number of vehicle movements
- Reducing the kerb radii to reduce the speed at which motorists can enter and exit the side road
- Introducing raised tables to reduce motorist speeds entering or exiting the side road
- Providing contrasting coloured surfacing and cycle logos across the junction to raise awareness of the presence of the cycle track and the fact that cyclists are crossing

The design treatment proposed at each side road is dependent on local conditions such as traffic and pedestrian flows, one-way or two-way nature of the street and visibility. Clear road markings such as give way lines and cycle logos are proposed at all side roads to highlight the requirement for motor vehicles to give way to cyclists. We continually review the best way to provide priority for cycling at non-signalised side road crossings and design standards continue to develop as schemes of this nature are implemented.

Impact on bus users

Bus stop bypasses

Some respondents were concerned over conflict between cyclists and motorists or pedestrians at bus stops or about access, particularly for the elderly and disabled.

Bus stop bypasses have been introduced across London on segregated cycle routes to avoid the need for cyclists to enter the adjacent traffic lane to pass a stopped bus and enable continuous segregated cycle routes.

Bus stop bypasses operate by directing cyclists behind the bus stop within the segregated cycle track. Bus passengers can access the bus stop island where the bus flag and shelter (if present) are located to wait for a bus by crossing the cycle track at a marked crossing point. The bus stop island will be at least 2.5 metres wide, which enables wheelchair users to safely get off the bus before crossing the cycle track to the footway.

Our research has found that bus stop bypasses are safe for all road users, including bus passengers. Routing cycle traffic away from the road is an effective way to create safe, attractive cycling facilities along bus routes. The risk of conflict between cycles and pedestrians has been found to be very low, while providing a dedicated crossing point for bus passengers and design features that encourage slower cycling help to make the bus stop area more comfortable for everyone to use.

Following engagement with stakeholder groups such as the RNIB, Guide Dogs for the Blind, London Travel Watch, London Cycling Campaign and Living Streets, TfL recently committed to including zebra crossings at all bus stop bypasses. Depending on the layout of the footway, zebra crossings would be at the back of the bus stop bypass or one at each end. The crossings would have tactile paving and would be raised to footway level to create a flush surface.

Bus lanes

Many people raised issues with the removal of bus lanes on Jamaica Road and Evelyn Street, whilst other respondents suggested the addition of more bus priority.

To accommodate the segregated cycle track we have proposed to remove some sections of bus lane along the route. However, throughout the design process we have recognised the need to balance the requirement for improved cycling provision while maintaining bus journey times and reliability.

On Jamaica Road and Tooley Street, we proposed to remove sections of the eastbound and westbound bus lane but also proposed several measures to improve bus performance, which included:

- Redesigning Rotherhithe Roundabout and providing a new bus gate on the Jamaica Road approach
- Extending the dedicated left turn lane to access Brunel Road by 70 metres to reduce queueing time for local bus routes accessing the peninsula
- Banning the left-turn from Jamaica Road into Bevington Street to extend the bus lane up to the junction
- Maintaining the bus lane operational timings to ensure bus reliability
- Making Cathay Street one-way northbound to prevent rat-running traffic heading for the tunnel from blocking the bus lane on Jamaica Road

Following a review of the design, we are also now proposing to retain all the yellow box junctions along Jamaica Road to prevent vehicles blocking the bus lane and stopping bus progression at the junctions. We have also proposed to ban the right turn from Southwark Park Road onto Jamaica Road except for buses and cyclists to improve bus journey times for the P12, which many people raised concerns about at consultation. This change will be subject to further consultation (see [Section 2.2](#) for more details).

To accommodate the segregated cycle track on Evelyn Street we have proposed to remove some sections of bus lane. A review of the bus lanes along Evelyn Street found that during the peak hours buses often struggled to access them due to congestion and their incremental nature along this section. The proposed removal of the signalised junction at Oxestalls Road improves the flow of traffic along this section to help offset the loss of bus lanes. At consultation, we also proposed to rationalise the pedestrian crossings along Evelyn Street to ensure efficiency of the road network. We would also implement ‘SCOOT’ signal technology along the route to enable more flexible management of traffic and buses throughout the day.

Journey times and delay

Some respondents were concerned about increased journey times and delays to bus services.

We undertook detailed traffic modelling on the proposals for CS4 to understand how the route could affect journey times for all road users, including bus passengers. Our updated traffic modelling undertaken on our revised proposals (see [Section 1.2](#) for a summary of the design changes) predicts that journey times for bus routes would change, with the proposals resulting in a reduction in journey time for most routes, while other routes could see an increase.

In particular, routes 47 and 188 that run east along the A200 are expected see an increase in journey time from Tooley Street to Surrey Quays Road of up to 3 minutes in the evening peak. However, a journey time saving of up to 7 minutes is predicted in the same direction between Surrey Quays Road and Creek Road.

In the morning peak, our updated traffic modelling indicates that all eastbound and westbound journeys would see an improvement in journey time or remain neutral. This includes bus routes 188 and 199 that are predicted to see significant savings heading westbound from Creek Road.

For more information about our updated traffic modelling results please see [here](#).

Impact on cyclists

Priority at junctions and side roads

Many respondents supported the scheme as they believe it will make cycling safer for people of all ages and abilities. Some respondents suggested there should be clear cyclist priority at side roads and called for further restrictions on entry and exit. A number of people also raised issues about cyclist protection at junctions and suggested cyclist priority including time and space separated junctions.

Junctions and side roads along the CS4 route provide opportunities for cyclists to join or leave the route to reach local destinations. We have used a number of different design approaches in these locations to reduce the chance of conflict between cyclists and motorists or pedestrians and providing cyclist priority where appropriate.

At junctions with traffic signals, cyclists would be separated from motor traffic and pedestrians through time and space with separate traffic signals and timings. This significantly reduces the chance of conflict at these locations.

The design treatment proposed at each side road is dependent on local conditions such as traffic and pedestrian flows, one-way or two-way nature of the street and visibility. Clear road markings such as give way lines and cycle logos are proposed at all side roads to highlight priority for cyclists and the requirement for motor vehicles to give way. For further detail concerning cyclist safety on side road junctions see [Section 2.1](#).

Journey times

Several people commented on the impact on journey times for cyclists, with some believing they would decrease and others believe they would increase. Some respondents also said there were too many traffic lights on the route.

In order to improve cyclist safety along the route, separate traffic signals are proposed for cyclists. In some locations this means that cyclists would get a green light at a different time to motor traffic or that additional signals are proposed to separate movements that would previously have been in conflict with motor traffic.

As part of the traffic modelling undertaken for CS4, we assessed the impact of the proposals on cyclist journey times. Journey times for cyclists for all sections of the

route were predicted to improve or remain neutral in both directions, including during the morning and evening peaks except for at Oxestalls Road. During operation we would install cycle sensors at the Oxestalls Road junction to dynamically manage the green time, balancing the need for cyclists against other road users.

Cycle infrastructure

Two-way cycle tracks

Some people suggested the use of with-flow or semi-segregated tracks rather than two-way cycle tracks, and suggested maximising the width of the track to allow for overtaking and to avoid congestion. Others suggested minimising the switching of cycle tracks from one side of the road to the other.

Two-way cycle tracks are proposed along the CS4 route as they provide significant advantages over with-flow tracks along the A200. A two-way track on one side of the road allows for more efficient use of road space than with-flow tracks which would require twice the amount of segregation and more space for the cycle track as kerbs on both sides reduce the usable width of the track.

Cyclists going in the 'peak' direction would have more available space within a two-way track compared to a one-way track. A two-way track allows cyclists to overtake, which is important when providing for different types of cyclists of different abilities. We have considered current and potential future flows of cyclists along each part of the route to inform the width of the cycle track. In addition, two-way cycle tracks provide further flexibility where cycle flows are tidal for morning and evening peaks.

It is also more efficient to manage cycle movements through junctions with a two-way cycle track. The two-way track contains cyclists in one area, making it easier to hold left turning traffic back for example. Cyclists can also receive a green light at the same time as ahead traffic which increases the amount of green time they get as the ahead traffic is generally the larger flow. In certain places it also allows cyclists to bypass signalised junctions as is proposed at the junction with Abbey Street and at the junction with Deptford Church Street.

The London Cycling Design Standards (LCDS) states that two-way tracks on one side of the road have practical advantages for some street types where there are many more side roads and/or greater levels of kerbside activity on one side than the other. For example, the two-way track is proposed on the north side of Jamaica Road outside Bermondsey Underground Station as pedestrian flows are significantly lower here than on the south side outside the station entrance, which remains relatively untouched by the proposals.

The two-way track switches from the north side of the road to the south side at the Jamaica Road junction with Southwark Park Road to allow cyclists to bypass Rotherhithe Roundabout, removing conflict with motor traffic.

At either end of the route, the two-way track connects back into the existing network. In these locations, traffic will also be held at a red signal so cyclists can continue their journey.

Access from side roads

Some people suggested that cycle access should be improved from side roads. Despite two-way tracks being on one side of the road, local access is maintained at the majority of junctions and side roads and we will continue to look at ways to improve links to and from the route from side roads during the detailed development of the design. At junctions, cyclists turning movements will be accommodated with separate signal staging, two-stage turns or toucan crossings. At side roads, there will be gaps in the segregation island for cyclists to wait to cross the road. These gaps are wide enough to accommodate waiting cyclists while not blocking the track for others continuing ahead. In some locations, it has not been possible to provide access to or from certain side roads and cyclists would need to join or leave the route via a nearby side road.

Cycle parking

Some respondents suggested there should be an increase in cycle parking provision. Cycle parking has been proposed throughout the scheme. The location and number of spaces will be assessed at the detailed design stage, taking into account considerations of safety and demand, delivery and servicing requirements.

Surface and maintenance

Some people suggested that tracks should be swept regularly. Others were concerned that proposed blue paint becomes slippery when wet.

Local authorities have a responsibility for cleansing the highway under the Environmental Protection Act (EPA) which they receive funding for through local taxes and government grants. While changes to the road layout may result in adjustments to existing cleaning regimes, we would expect cleansing of the cycle track to be carried out appropriately, and in line with EPA duties.

Over recent years TfL together with many other highway authorities has invested heavily in projects intended to promote cycling as a healthier and more environmentally friendly form of transport as well as to improve the safety of cyclist while they are on the road.

Colour contrast has been proposed along the route at potential conflict points where physical segregation is not practicable or possible. Installation of these surfaces are required to meet appropriate skid resistant values ensuring satisfactory performance for road users. Colour contrast materials proposed for CS4 will be confirmed at the detailed design stage in collaboration with the relevant highway authority.

Impact on pedestrians

Pavement space

Some respondents supported the scheme due to the benefits it will bring for pedestrians. Others were concerned about reduction in pavement space along certain sections.

The scheme proposes a number of benefits for pedestrians, including new and improved crossings, improved public realm with new seating and trees and, where possible, more space to walk. Throughout the route, we have endeavoured to ensure that pavement space is suitable for pedestrian flows and in many locations we are increasing pavement space, particularly around junctions and crossings.

Where we have proposed reductions to the existing footway, we have undertaken pedestrian comfort level assessments to assess whether the design of the footways are appropriate to the volume and type of users within the street environment. Assessments take into account the usable width of the footway accounting for street furniture, outdoor seating and clearance around buildings and kerb edges.

The Mayor's Transport Strategy emphasises the importance of providing safe and pleasant streets for pedestrians walk along, and it is a key priority for us to ensure that pedestrians also experience the benefits of new cycling infrastructure like CS4. In locations where the cycle tracks are adjacent to the footway, pedestrians will be much further away from traffic and resultant pollution. Healthy Streets assessments are also being undertaken at key locations throughout the scheme to assess the balance of space and provision for all users. These assessments use questions for each of the 10 Healthy Streets Indicators to aid designers in considering the issues that affect the experience of using a street and spending time there.

Pedestrian crossings

Some respondents raised concerns that the proposals would make it more difficult to cross the road. Others were concerned about not being given enough time to cross the road.

Our proposals include changes to pedestrian crossing facilities throughout the scheme with a number of new or improved pedestrian crossings. Existing signal-controlled crossings are retained at or near to current locations. Pedestrian average wait times are not generally predicted to change and have been improved in some locations. The five new crossings proposed for the route are listed below:

- Jamaica Road junction with Abbey Street
- Jamaica Road junction with Bevington Street
- Jamaica Road west of Cathay Street
- Evelyn Street east of Dragoon Road

- Creek Road junction with Deptford Church Street

Pedestrian crossing improvements included as part of this scheme also involve upgrading 20 existing crossings to increase comfort levels for pedestrians.

In addition to formal crossings, there would be a number of informal locations along the route, including at some side roads where pedestrians can cross but would need to give way to traffic before they do so. We would use tactile paving on all crossings and traffic islands along the route and have proposed raised entry treatments at side roads. Tactile paving would be designed in accordance to Department for Transport guidance. We would apply local standards used by our partner boroughs.

Some people were concerned that there may not be enough time for some pedestrians, particularly those with slower walking speeds to cross the road and cycle track. The pedestrian crossing sequence at signal controlled facilities consists of two parts - the “invitation to cross” or green man, and a “clearance period”. The latter is calculated to be long enough to allow someone stepping off the kerb at the end of the green man to get to the other side. This is calculated based upon the distance pedestrians need to cross and average walking speeds.

Pedestrian Countdown would be installed at most crossings along the route and indicates the length of time remaining after the green man in which people can finish crossing the road. TfL is developing technology which enables the green man time to be lengthened, which would provide flexibility to extend the invitation to cross depending on the volume of waiting pedestrians.

Crossing the cycle track

Some respondents raised concerns about crossing the cycle track.

Crossing points over the cycle track will be provided for pedestrians as signalised crossings, zebra crossings or informal crossings.

All crossings of cycle tracks would be on one level, with step-free access from one footway to another and clearly marked out with tactile paving. In some locations, there would be a “formal” signalised crossing point across both road and cycle track where cyclists would be held at a red light and pedestrians would cross both road and cycle track at the same time. At other locations the road crossing would be signalised with an “informal” crossing point over the cycle track. In these locations, there would be a waiting area between the cycle track and the road of at least 2.5m wide to allow for two wheelchairs and / or buggies to pass each other and provide sufficient space for waiting pedestrians.

Segregated cycle tracks will be separated from pedestrians with a kerb upstand similar to kerbs used to delineate the edge of the footway and carriageway. The cycle tracks will also be clearly marked with cycle logos particularly where pedestrians or motor vehicles need to cross the cycle track. Just as pedestrians look

left then right to cross the road, they would also look left then right when crossing the cycle track. Traffic lights along the route would also break up the flow of cyclists so there should be sufficient gaps for pedestrians to cross.

Continuous footways

A number of respondents suggested continuous footways should be included in the scheme at side roads to enhance pedestrian priority over traffic. Continuous footways are pavement spaces that continue over a side road without a step or change in visual design. Their aim is to aid pedestrians to cross and reduce vehicles speeds when turning across them. TfL is currently monitoring the use of continuous footways and the results of this will inform our future design proposals.

Signage and markings

Several respondents suggested that infrastructure should clearly delineate areas for cyclists and pedestrians. A combination of methods are proposed to clearly delineate areas for cyclists and pedestrians. These will include using different surfacing, indicated either by colour or texture, placing delineated strips between the pavement and the cycle track, building the pavement and track on different levels, painting cycle logos on the track, providing cycle wayfinding signs throughout the route in line with London Cycling Design Standards (LCDS) and ensuring crossings are clearly marked with tactile paving.

Cyclist behaviour

Attitude and compliance

Some respondents said they were concerned that cyclists disobey traffic lights. Others raised concerns about aggressive cycling, lack of awareness towards other road users, including pedestrians and disregard to the Highway Code.

We promote the message that the Highway Code must be adhered to by all road users, and we are strongly in favour of promoting the ethos of 'responsible cycling' and mutual respect between cyclists and other road users. This means working to eliminate offences such as jumping red lights, cycling on the pavement and cycling at night without adequate lighting.

Statistics on road traffic collisions in Greater London show the number of injuries and fatalities for pedestrians in collisions involving cyclists are far lower than those involving motor vehicles. Nonetheless, cyclists are expected to follow the same rules in the Highway Code as other road users as per the Road Traffic Act 1991.

Offences reported by police are dealt with in one of the following ways:

- Provisional fixed penalty notice. For cycle offences, this is currently £50.

- Diversion course. For cyclists, this is an online course and entails a reduced penalty.
- Summons to attend a court hearing. In certain circumstances, cyclists could be fined up to £2,500 for dangerous cycling and up to £1,000 for careless cycling – this would include incidents where cycling on a pavement has severely compromised the safety of another road user.

Enforcement activity is conducted in a balanced way. Enforcement is targeted most at those causing danger. More drivers are reported for offences than cyclists, and for a wider range of offences, such as speeding, driving without due care, using a mobile phone or disobeying traffic signals.

With the launch of any new cycle route, we undertake a range of engagement and enforcement activity for all road users including cyclists. This includes:

- Representatives from the Metropolitan Police present on site to provide support and assistance to the public. They educate people how to use the new road layout and advise on appropriate behaviour for all road users
- TfL Travel Ambassadors provide assistance and advice to road users and hand out leaflets informing road users about changes to road layouts and the new innovative features

We recognise that some pavement cyclists break the law to avoid the dangers of motor traffic. However, we anticipate that providing dedicated and safe space for cyclists will discourage people from riding on pavements. Providing dedicated space for cyclists can also help other road users by letting them know where to expect cyclists to be.

Speed

A number of respondents expressed concern over speeding cyclists posing a danger to other cyclists, with some suggesting a cyclist speed limit or physical measures to reduce speeds. Others raised concerns over pedestrian safety due to the speed of cyclists. There is currently no legislation which imposes a speed limit on cyclists, and as such a restriction on our routes would not be legally enforceable. We have designed our cycle tracks to be wide enough to allow cyclists of different abilities to overtake one another and have implemented a number of physical measures such as ramps and road markings to highlight locations where cyclists would need to look out for pedestrians such as crossing points over the cycle track.

Environmental impacts

Air quality, health and pollution

Some respondents expressed their support for the proposals due to the positive impacts on air quality. Others were concerned that pollution would increase as a result of congestion and about the impact this would have on health.

A key objective of cycling schemes like CS4 is to help improve the health of Londoners in line with the Healthy Streets approach, and fulfil the Mayor's ambition of every Londoner completing a minimum of 20 minutes of walking or cycling per day. It is estimated that this could save the NHS £1.7bn in treatment costs over the next 25 years⁸, and result in 85,000 fewer people being treated for hip fractures, 19,200 fewer people suffering from dementia, and an estimated 18,800 fewer Londoners suffering from depression. Currently, only 34 per cent of Londoners complete 20 minutes of walking or cycling a day.

New cycle facilities proposed as part of the scheme would help to encourage people to use active modes of transport, which could achieve significant health benefits. The proposals aim to encourage people who would like to cycle, but currently feel unable to do so. The Health Economic Assessment Tool (HEAT) was developed by the World Health Organisation and monetises the benefit from deaths prevented in the population as a result of increases in physical activity⁹. When HEAT is used to measure the expected benefits from the increase in cycling trips as a result of delivering CS4, an annual monetised benefit of circa £11m is predicted. This is based on a prediction of additional cycle trips a day¹⁰ and an increase in average trip length as a result of the scheme.

Air pollution is one of the most significant challenges facing London. A number of schemes aimed at improving London's air quality are planned including taking steps to reduce air pollution from our bus fleet and reducing emissions from taxis and private hire vehicles. This includes setting up 'Low Emission Bus Zones' and expanding the electric vehicle charging network. We have also implemented the T-Charge, and will introduce the Ultra Low Emission Zone (ULEZ) in April 2019. We are investing to make London's streets healthy, safe and attractive places to walk and cycle. We hope that enabling more journeys to be made on foot or by bike will encourage people to choose more sustainable modes of transport in the area.

⁸ <https://tfl.gov.uk/info-for/media/press-releases/2017/february/mayor-and-commissioner-set-out-vision-to-get-londoners-active>

⁹ HEAT uses the value of statistical life (VSL) approach to quantify the benefit of reducing premature deaths. VSL reflects the amount an average person is willing to pay to reduce their risk of death.

¹⁰ Calculated using TfL's 'Cynemon' tool for predicting increases in cycle flows as a result of improvements to infrastructure

Green infrastructure

Many people raised concerns about the removal of trees along certain sections of the route or that they would be damaged during construction. Others suggested planting new trees to enhance urban realm.

We do not take the removal of green infrastructure lightly and have made every effort to retain trees and planters along the route. Our proposals would plant several new trees along the route and have an overall net gain in green infrastructure.

The planting of new trees is subject to site investigations and conditions and we will be undertaking assessments to determine where this is possible as there are often utilities beneath the footway and carriageway which can prevent this. We have attempted to reduce the need for the loss of any trees, but this has been necessary in some locations to facilitate the provision of the cycle track and maintain appropriate footway and carriageway space.

As part of the development of the project we carry out ecological surveys to determine where local green infrastructure and habitats are and use these to inform our construction methodologies and practices.

Safety

Many people supported safer cycling infrastructure in London while others said the proposals would decrease safety.

CS4 aims to improve safety for all road users through a number of interventions. Collision data has been assessed and proposals focus on addressing safety issues along the route. As with all schemes of similar nature, we will monitor the completed route to ensure it is operating as expected, and to understand whether any further changes may be required.

All schemes are also subject to a thorough Road Safety Audit (RSA) process at each stage of the design and post implementation. An RSA considers the road safety implications of all measures proposed, their safety impact on the network under all anticipated operating conditions, and their road safety implications on all types of road user. Fundamental to the principle of an RSA is ensuring that due consideration is given to the effects on any scheme on all road users including pedestrians and vulnerable user groups. This is a continual process throughout the design and construction process.

When we launch new cycle routes, officers from the Metropolitan Police along with TfL Ambassadors promote adherence to the Highway Code by all road users and encourage responsible cycling and driving.

We are also working with the Metropolitan Police Service and London Boroughs on our [Vision Zero](#) ambition to tackle danger across the whole transport network, and eliminate death and serious injuries from London's transport by 2041.

Policy

A number of people raised policy issues around cycling including suggesting cyclists are licenced, insured, should pay tax, follow the Highway Code or take a test. Others said it should be compulsory for cyclists to use cycle lanes and that bells on bicycles should be mandatory.

Any change to the law that would require cyclists to register their bikes, or to carry insurance, would require legislation at a national level and lies outside of the Mayor's jurisdiction. In the case of third party damage or injury, road users can actually claim compensation for injury caused by an uninsured person, including cyclists.

Several thousand cyclists are members of cycling groups such as CTC (the national cycling charity) and the London Cycling Campaign (LCC). These groups offer automatic third party insurance for their members should they be involved in a collision with other road users, but there is no practical mechanism for making this compulsory in London. There is no other European country which has a cycle registration system.

Vehicle Excise Duty is levied on individual vehicles, with zero emission vehicles continuing to be exempt. As bicycles produce no emissions, they too would be exempt from paying the duty, were it applied to them.

We promote the message that the Highway Code must be adhered to by all road users, and we are strongly in favour of promoting the ethos of 'responsible cycling' and mutual respect between cyclists and other road users. This means working to eliminate offences such as jumping red lights, cycling on the pavement and cycling at night without adequate lighting.

Economic impacts

Business and local economy

Some respondents said they supported the scheme as it would benefit shops and have a positive impact on the local economy. Others expressed concern about the impact of the scheme on loading, deliveries and servicing for businesses.

Our proposals would help connect Bermondsey, Rotherhithe, Deptford and Greenwich, linking important amenities and facilities and making them more pleasant places to live, work, shop and spend time. People who cycle, walk or use public transport to access their local high streets are likely to visit more often, resulting in

higher spend per month.¹¹ Streets which are easier to cross, less noisy and have cleaner air draw shoppers to spend more time there and cycling improvements can also bring more people visiting or travelling through an area, which means a supply of new potential customers and opportunities for businesses.

To make it easier to cross roads we have improved pedestrian crossings and installed some new crossings. We have also proposed to install new seating areas and plant new trees, providing space for people to stop rest and spend time. As well as enabling more Londoners to walk and cycle more often, these proposals would help to create more welcoming and inclusive streets.

As part of the development of our design proposals, we undertook surveys with local businesses along the route to understand their requirements for loading and servicing. We used the information collected in this survey to inform locations where loading provision is proposed. Where businesses need access to the main road to unload goods, we have ensured that loading facilities are provided in close proximity in accordance with distances set out in TfL's Kerbside Loading Guidance. In some cases, businesses told us that they use nearby side roads or have their own loading area and do not need to load from the main road and we have taken this into account. We do not expect the changes we have proposed to impact the ability for businesses and retailers throughout the route to receive deliveries and therefore would not expect this to impact local trade.

We promote policies such as freight consolidation or retiming deliveries to reduce businesses reliance on road network space. This can also benefit businesses by sharing the cost of deliveries and creating a more pleasant street environment for their customers. Restrictions on loading during peak times reduces the interaction between deliveries and peak traffic, pedestrian and cycle flows, encouraging businesses to schedule their deliveries outside of these times. Improved infrastructure proposed as part of this scheme would also aid businesses in switching to using cycle freight for local deliveries which can provide considerable competitive advantage with faster and more reliable deliveries.

New developments

Several respondents said they were concerned new building developments have not been considered in scheme.

We are working closely with our borough partners and developers along the route to ensure that new developments are fully incorporated in our proposals. We have established significant experience working with developers on previous Cycle Superhighway schemes. We will continue to engage with these stakeholders and developers throughout the development of the scheme. In addition, our traffic models do take into account expected future growth and nearby schemes.

¹¹ <http://www.cyclinguk.org/campaigning/views-and-briefings/cycling-and-economy>

Construction impacts

Some people were worried about disruption during construction, with several stating that this would adversely affect businesses and reduce cyclist safety.

We would plan construction carefully to minimise disruption to those who live, work and travel through the areas. We would also aim to minimise construction impacts as much as possible. We will carry out extensive communications and engagement with local residents, cyclist groups, businesses and other stakeholders to ensure they have the information they need to plan ahead and adapt their travel arrangements where necessary, reducing any impact on their journeys and operations during the construction period. We also provide road traffic information to help people better plan their journeys and make informed choices about how, where and when they travel.

2.2 Issues relating to individual sections of the route

This section sets out our response, in collaboration with the relevant highway authorities, to the issues commonly raised in consultation relating to individual sections of the route. Please see [Section 2.1](#) for responses to issues relating to the overall proposals. Some issues were raised across a number of sections of the route and our response to these are included in [Section 2.1](#).

Section 1: Tooley Street / Tower Bridge Road

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- We are no longer proposing to make Shad Thames one-way northbound and will retain the existing two-way traffic movement. This will also mean the existing footway width on Shad Thames will not change. We will continue to work with the London Borough of Southwark on their long-term improvement plans for the Shad Thames area
- To accommodate the two-way traffic movements on Shad Thames and maintain capacity at the junction we are no longer proposing a straight across pedestrian crossing on the eastern arm of the junction and will retain the existing staggered crossing

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Impact on motorists

Shad Thames

A number of people expressed concerns about making Shad Thames one-way northbound as they felt it would cause displacement of traffic onto other residential roads and would reduce local access to the area without wider changes.

Although some respondents did support the proposals, having considered all the responses and following discussions with the London Borough of Southwark we are no longer proposing to make Shad Thames one-way northbound and will retain the existing two-way traffic movement. To accommodate the revised design and traffic signal operation at the junction we are no longer proposing a straight across pedestrian crossing on the eastern arm of the junction and will retain the existing staggered crossing.

We will continue to work with the London Borough of Southwark on their long-term improvement plans for the Shad Thames area.

Cycle infrastructure

Segregation

A number of respondents said they were concerned that the segregated cycle track would not be wide enough.

When designing the scheme, we have taken into account current and expected future cycle flows to inform the width of the cycle track. The two-way cycle track is proposed to be 3 metres wide, increasing to 4 metres in some locations which would allow cyclists of different speeds to overtake one another. According to LCDS, a 3 metre wide cycle track would cater for up to 1000 cyclists in the peak hour and a 4 metre wide cycle track would cater for between 1000 and 1500 cyclists in the peak hour. When flows are tidal, for example during peak times, two-way tracks offer a more flexible use of space, allowing cyclists to use the opposite side of the track for overtaking if free from oncoming cyclists.

Safety

Some respondents were concerned about the safety of cyclists having to use bus lanes on Tooley Street to continue their journey westbound.

Our proposals for a two-way segregated cycle track start east of the junction with Tower Bridge Road. Westbound cyclists leaving CS4 are guided in to the existing bus lane on Tooley Street. While segregated lanes would provide the highest protection for cyclist, bus lanes still provide a degree of separation from general traffic and allow the proposals to tie in to the existing road layout

We are also currently consulting on interim measures to change the road layout of Tooley Street. To find out more information and to have your say on these proposals please see [here](#).

Junctions

Tower Bridge Road

Some respondents were concerned about cyclists safety turning into and out of Tower Bridge Road.

Cyclists travelling northbound on Tower Bridge Road are able to use the two-stage right turn facility provided to access CS4. A two-stage right turn facility is also available to cyclists travelling southbound at the junction with Queen Elizabeth Street to join CS4 further west.

A cycle only stage with dedicated low-level cycle signals will be provided at the junction with Tower Bridge Road to provide safer passage for cyclists leaving CS4

and turning into Tower Bridge Road. During this stage all traffic will be held at a red signal to facilitate the cycle movements.

Shad Thames/Tanner Street

Some respondents were concerned about the traffic light staging at this junction.

In order to improve cyclists safety along the route, separate traffic signals are proposed for cyclists. In some locations this means that cyclists would get a green light at a different time to motor traffic or that additional signals are proposed to separate movements that would previously have been in conflict with motor traffic.

At this junction we are proposing a cycle only stage to provide safer passage for cyclists leaving and joining CS4 and Quietway 14.

Impact on bus users

Bus Lanes

Some people raised concerns about the removal of the eastbound bus lane on Tooley Street.

To accommodate the segregated cycle track we have proposed to remove some sections of bus lane, this includes removing the eastbound bus lane on Tooley Street. To mitigate against this we are proposing to maintain all the existing eastbound bus lane on Jamaica Road and as well as proposing new sections of bus lane to improve bus progression along the corridor.

Bus Stops

Some respondents raised concerns about the difficulty for traffic to continue straight on to Tooley Street due to the relocation of the Dockhead bus stop.

We proposed to relocate the Dockhead bus stop further west to allow vehicles to pass stationary buses safely and have reviewed the design to ensure there is sufficient space for vehicles to do so.

Section 2: Jamaica Road / Bevington Street

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- We are proposing to retain the yellow box junctions at the Jamaica Road/Abbey Street junction and at the Jamaica Road/Bevington Street junction

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Junctions

Yellow box junctions

Some people suggested that the current yellow box junctions at the Abbey Street junction and at the Bevington Street junction should be retained to stop vehicles blocking the junction and the eastbound bus lane.

After reviewing our traffic modelling we are now proposing to retain the yellow box markings at both the Abbey Street and Bevington junctions to ensure that queuing traffic does not block other movements.

Impact on motorists

Bevington Street

Some people raised concerns that banning the left turn into Bevington Street would increase traffic on other residential roads. Others supported the priority this would give to buses and some expressed concern about the impact this would have for HGVs accessing the Thames Tideway site at Chambers Wharf.

The left turn into Bevington Street from Jamaica Road is currently made by a low number of vehicles, our traffic count data shows that a maximum of 15 vehicles make this movement during the peak hour. Banning the turn to general traffic allows the eastbound bus lane to be extended up to junction and addresses existing local concerns regarding poor bus progression at this junction. Banning the turn also allows the junction to be operated more efficiently for all road users, including motor traffic along Jamaica Road.

Alternative routes for eastbound traffic wishing to access Bevington Street are via George Row and Chambers Street. Access to the Thames Tideway site at Chamber's Wharf site will be made via the right turn into Bevington Street from Jamaica Road.

Speeding

People were concerned about speeding along residential roads. We expect that with wider implementation of 20mph speed limits on residential roads and through reducing the appeal of these roads as through routes, the speed of traffic will reduce. We have also proposed a number of measures designed to reduce speeds such as reducing the width of the road and raised tables at side roads.

Impact on pedestrians

Crossings

Some respondents were concerned the proposals would make Jamaica Road harder to cross. Others were worried that staggered crossings leave pedestrians stranded, while many supported the new pedestrian crossings.

To accommodate the segregated cycle track we are proposing to remove the central reservation island along this section which would reduce the informal crossing points along Jamaica Road. However we are also proposing new pedestrian crossings on the western arm of both the Abbey Street and Bevington Street junctions as well as proposing to widen all other crossings along this section.

Providing staggered pedestrian crossings allows both junctions to operate more efficiently for all road users including pedestrians by reducing average wait times compared to straight across crossings.

Safety for schools

We received some concerns about pedestrian safety for local schools in the area. With improved crossings along this section, we hope to support pupils walking to and from school and alleviate concerns around pupil safety. In particular, we would also provide zebra crossings at all bus stop bypasses following the publication of new guidance on bus stop bypasses.

Impact on cyclist

Crossings

Some respondents were concerned about safety for cyclists turning into and out of Abbey Street and St. James's Road.

Cyclists turning into and out of Abbey St will be provided with dedicated low-level cycle signals to access CS4. Cyclists travelling from St. James's Road will be provided with an early release traffic signal to join CS4 ahead of general traffic getting a green signal. Cyclists turning into St. James's Road from CS4 will be able to do so using the two-stage right turn facility.

Environmental impacts

Tree Loss

Some people said they were concerned about the survival of trees along this section. We are proposing to retain all of the existing trees along this section. Where the cycle track does come close to the trees we are proposing to raise the cycle track to footway level to avoid damaging tree roots.

Section 3: Jamaica Road / Southwark Park Road

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- We are proposing to retain the yellow box junction at the Jamaica Road/Southwark Park Road junction
- We are proposing to ban the right turn out of Southwark Park Road for all traffic except buses and cyclists in response to safety and congestion concerns regarding additional traffic using Southwark Park Road to access Rotherhithe Tunnel*
- We are proposing to permit the ahead movement for all traffic from West Lane to improve local access
- We are proposing new straight across crossings on Southwark Park Road and West Lane as well as improving the desire line for the staggered crossing on the eastern arm of the junction
- We are also proposing new right turn pockets for cyclists to improve cycle access to CS4 from Southwark Park Road and West Lane

*These changes are subject to further consultation.

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Impact on motorists

Congestion

Many respondents commented on the impact the proposals would have on the existing congestion levels along Jamaica Road and raised concerns that switching the cycle track at Southwark Park Road would make conditions worse.

The impact of the proposals on general traffic, including existing congestion issues was a concern for many people who responded to the consultation. Although our proposals are looking to make significant improvements to facilitate new cycle tracks, there will still be some reallocation of road space away from traffic to provide space for these facilities. Throughout the proposals we have tried to carefully balance the needs of pedestrians, cyclists and traffic flows to ensure all road user needs are considered however the changes will mean that for some users there may be longer waiting times at some junctions.

See [Section 2.1](#) for more information regarding the changes we are proposing to improve overall journey times in the area.

In the long-term, we expect our proposals to make walking and cycling more attractive and contribute to reducing motor traffic congestion and improving road safety by encouraging more people to walk or cycle short journeys, instead of driving.

Access and through traffic

Some respondents expressed concern about increased traffic on Southwark Park Road as a result of the proposal, while others supported making Cathay Street one-way northbound to prevent further rat running through the area.

Our traffic modelling previously undertaken for the CS4 proposals showed that traffic from the A2 heading for Rotherhithe Tunnel may prefer to use Southwark Park Road as a result of the proposed changes along the A200. It also suggested that journey times for the P12 bus route in the evening peak were predicted to experience an increase of up to 6 minutes from Southwark Park Road to Lower Road.

Following feedback received from the consultation regarding concerns about additional traffic using Southwark Park Road we have undertaken an extensive review of the design at this location, and are now proposing to ban the right turn out of Southwark Park Road for all traffic except buses and cyclists.

Our updated traffic modelling shows that traffic using Southwark Park Road to access Rotherhithe Tunnel would be displaced away from the A200 towards alternative river crossings. It also suggests that journey times for the P12 bus route would remain neutral in the morning and evening peak as a result of less traffic now using Southwark Park Road.

The changes would mean there would be less demand at the junction and also allow us permit the ahead movement for all traffic from West Lane to improve local access.

The proposals for this junction will be subject to a further consultation. For more information about our updated traffic modelling results please see [here](#).

Cycle infrastructure

Switching the cycle track

Some respondents commented that switching the cycle from north to south would lead to longer waiting times for cyclists.

At the junction of Southwark Park Road cyclists will be given their own dedicated stage to switch to the other side of the cycle track while all other traffic will be held at a red signal. As part of the traffic modelling undertaken for CS4 we have assessed the impact of the proposals on cyclist journey times and modelled them with the appropriate green time to cope with the expected demand. During operation we will

install cycle sensors at the junction to dynamically manage the green time, balancing the need for cyclists against other road users.

Two-way cycle track

Some people suggested the use of with-flow cycle tracks rather than two-way cycle track along this section. Others suggested the two-way cycle track stay on one side of the road or be re-routed through Southwark Park to avoid Rotherhithe Roundabout.

A number of design factors were considered as part of the assessment for the type of cycle track on Jamaica Road, this included: the network capacity at junctions, number of uncontrolled side roads, impact on pedestrians, impact on bus lanes, potential loss of trees and also construction considerations.

Two-way cycle tracks were chosen along Jamaica Road as they provide significant advantages over with-flow tracks along this section. A two-way track on one side of the road allows for more efficient use of road space than with-flow tracks which would require twice the amount of segregation and more space for the cycle track as kerbs on both sides reduce the usable width of the track.

The two-way cycle track also provides the ability to meet the current cycling demand as well as enabling growth in cycle numbers throughout the route. Placing the cycle track on the northern side allows the additional benefit of retaining more sections of bus lane and the opportunity to support other modes of travel. Switching the cycle track to south side at Southwark Park Road allows cyclists to bypass Rotherhithe Roundabout, removing the conflict with motor traffic.

Directing cyclists to use the existing quiet route through Southwark Park was considered as part of the early feasibility design work but was not viable as the route would not be accessible 24/7 due to the restricted park opening hours.

Junctions

Yellow box junctions

Some people suggested that the current yellow box junctions at the Southwark Park Road junction be retained to stop vehicles blocking the junction and the cycle lane.

After reviewing our traffic modelling we are now proposing to retain the yellow box markings at the junction to ensure that queuing traffic does not block other movements.

Cycle access from side roads

Some respondents were concerned about cyclists safety when joining or leaving the cycle track at Southwark Park Road.

Cyclists leaving CS4 will be able to do during the dedicated cycle only stage. For cyclists joining CS4 from Southwark Park Road and West Lane we are now proposing new right turn pockets to improve cycle access from both side roads.

Impact on pedestrians

Crossings

Some people raised concerns about the convenience of pedestrian crossing at the junction, in particular across West Lane.

Following feedback from the consultation, we have reviewed the design of crossings at this junction and are proposing new straight across crossings on Southwark Park Road and West Lane as well as improving the desire line for the staggered crossing on the eastern arm of the junction.

Section 4: Rotherhithe Roundabout

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- We are proposing to reassign the westbound bus lane between Lower Road and Jamaica Road as a general traffic lane to improve traffic flow at Rotherhithe Roundabout
- We are proposing to signalise the parallel pedestrian and cycle crossings across Jamaica Road
- We have improved the alignment for the dedicated left turn traffic lane in to Brunel Road to further discourage drivers from using the lane to access Rotherhithe tunnel

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Impact on pedestrians

Crossings

Many respondents were concerned about the safety of the proposed parallel pedestrian and cycle crossings across Jamaica Road. Some respondents called for the crossings to be signalised. Others suggested more signage to make drivers aware of the crossings. In response to the concerns raised, we have reviewed the designs and are now proposing to signalise the parallel pedestrian and cycle crossings across Jamaica Road. This will ensure clear priority for pedestrians and cyclists over motor traffic and reduce the dominance of traffic in the area. Pedestrian Countdowns would also be installed at the crossings to indicate the length of time remaining after the green man in which people can finish crossing the road.

Impact on motorists

Road layout

A number of people expressed concerns about the existing congestion at Rotherhithe Roundabout and that the proposals would make it worse. Some respondents welcomed the proposals as they said CS4 would reduce congestion and suggested that the current road layout needs improving while others were concerned about the removal of the westbound traffic lane.

Rotherhithe Roundabout is a very important location for the movement of pedestrians, motorists, bus passengers and cyclists. Throughout the design process

we have recognised the need to balance the requirement for improved cycling provision while maintaining motor traffic movement around the roundabout.

At consultation, we proposed several measures to improve the road layout, which included:

- A redesigned roundabout layout building on the short-term improvements implemented in summer 2017
- Extending the dedicated left-turn lane to access Brunel Road by 70 metres to help reduce queueing time for local traffic and buses accessing the peninsula
- Extending the eastbound ahead lane on Jamaica Road to access Rotherhithe tunnel by 40 metres
- Increasing the lane capacity on the Lower Road approach to the roundabout

We believe the above changes will help improve traffic movements in the area. However we understand that congestion is still a major concern for many people and therefore following a review of the design we are now proposing to reassign the westbound bus lane between Lower Road and Jamaica Road as a general traffic lane.

After undertaking a bus operation review we found that the roundabout performed better for all modes including buses when general traffic was allowed to benefit from the westbound slip lane between Lower Road and Jamaica Road. It also improved journey times for circulatory movements and for traffic emerging from Surrey Quays peninsula via Brunel Road both in the morning and evening peaks.

For more information about our updated traffic modelling results please see [here](#).

Brunel Road

Some respondents supported the dedicated left turn traffic lane in to Brunel Road but expressed concern about drivers using the lane to access Rotherhithe tunnel. Others called for a physical barrier to prevent lane changing.

We have reviewed the design and are now proposing an improved alignment for the dedicated left turn traffic lane in to Brunel Road that would further discourage drivers from using the lane to access Rotherhithe tunnel. Whilst the use of physical measures may prevent lane changing it would also restrict some access movements and could cause other safety issues.

Junctions

Signals

Some respondents called for signalised traffic control at Rotherhithe Roundabout, while others called for the removal of the roundabout all together.

Rotherhithe Roundabout acts as a major barrier for people cycling in the area and has one of the poorest safety records in London.

During the design stages we considered several options for the roundabout which included a signalised traffic controlled junction. As part of our assessment we looked at a range factors to determine which option offered the best balance between addressing the safety concerns for vulnerable road users while maintaining motor traffic movement around the roundabout. We believe the revised proposals which include retaining the westbound general traffic lane between Lower Road and Jamaica Road achieve this balance.

For more information about our updated traffic modelling and journey time results please see [here](#).

Environmental impacts

Green infrastructure

Some people raised concerns regarding the proposed removal of two trees in this section. We are proposing to plant at least 12 new trees along this section to leave an overall net gain in green infrastructure. We are also investigating sustainable drainage measures to implement at Rotherhithe Roundabout to provide effective management of surface water.

Section 5: Lower Road

We did not consult on proposals for Lower Road which falls under the highway authority of the London Borough of Southwark.

For more information about our Lower Road please see [here](#).

Section 6: Evelyn Street / Oxestalls Road

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- We are no longer proposing a shared toucan crossing facility for cyclists and pedestrians at Oxestalls Road. In the revised design, pedestrians and cyclists will each have dedicated space to cross Oxestalls Road in the form of parallel crossings
- We are proposing to move the proposed parallel pedestrian and cycle crossing further south by three metres to provide a more direct alignment for cyclists and are also proposing to widen the overall extents of the crossing to 7.5 metres

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Junctions

Mini-roundabout

Many respondents were concerned about the proposed mini-roundabout at Oxestalls Road and called for the junction to remain signalised.

When reviewing potential design options for the Oxestalls Road junction, consideration was given to retaining the existing signalised junction. However, it was found that, due to the restricted highway width available, incorporating a segregated cycle track separately through the junction would require a more complicated junction staging arrangement of up to five traffic stages (including separate control of cycle movements and pedestrian movements). This was found to have a significant impact on junction capacity and network performance, creating excessive queues, bus journey times and delays to pedestrian wait times.

Many people raised concerns about the existing level of congestion at Oxestalls Road which currently operates three traffic stages. Therefore increasing the number of traffic stages to five was not considered to be viable as it would lead to further congestion in the area.

The mini-roundabout option was assessed as it enabled the balancing of traffic flow with the ability to provide a segregated facility for cyclists without having an adverse impact on the road network and other road users.

When compared to the existing mini-roundabout junction at Abinger Grove approximately 600 metres east of the junction it was found that vehicle flows were comparable, and the number of collisions slightly lower than the signalised junction

at Oxestalls Road. With consideration to these factors, providing a mini-roundabout at Oxestalls Road offers the best solution for all road users.

Our updated traffic modelling for the revised proposals indicates that in the morning and evening peak, general traffic is predicted to see journey time improvements between Oxestalls Road and Surrey Quays Road and between Creek Road/Norman Road and Oxestalls Road.

For more information about our updated traffic modelling and journey time results please see [here](#).

Impact to motorists

Filtering traffic

Some respondents called for the left turn into Oxestalls Road to be banned to maintain the signal controlled junction at Oxestalls Road. While others suggested filtering traffic on Oxestalls Road.

Banning the left or right turn into Oxestalls Road from Evelyn Street would allow the Oxestalls Road junction to operate with four traffic stages. Whilst this would be preferable to a junction staging arrangement of five traffic stages, it would have too significant of an impact owing to the presence of bus routes, access to a local school and limited alternative access/egress for local residents and in particular communities north of Evelyn Street.

Developments

Some people were concerned that the impacts of the local developments would increase congestion in the area and were not considered as part of the proposals. We undertake traffic modelling to understand the impacts of our scheme on local traffic and congestion. This includes changes proposed as part of any local committed developments and schemes.

Road layout

People were concerned about reallocation of general traffic lanes in this section. We are not proposing to remove any of the existing traffic lanes along this section of the route. The two-way cycle track would replace the existing westbound bus lane between Bestwood Street and Grinstead Road.

Safety

Toucan crossing

Many people were concerned that the proposed toucan crossing at Oxestalls Road would make the crossing less safe for pedestrians including vulnerable groups such

as school children. Others had concerns about conflicts between pedestrians and cyclists at the shared crossing.

Following a review of the design and discussions with stakeholders we are no longer proposing a shared toucan crossing facility for cyclists and pedestrians at Oxestalls Road. In the revised design, pedestrians and cyclists will each have dedicated space to cross Oxestalls Road in the form of parallel pedestrian and cycle crossings.

The revised proposals would mean that cyclists in the two-way cycle track will be at carriageway level and separated from pedestrians on the pavement with a raised delineator strip or kerb upstand. They will also be separated at the crossing from pedestrians with separate signals. This would mean there would no longer be any interaction between pedestrians and cyclists at this location.

Alongside the proposed footway buildout outside Deptford Park Primary we are also proposing to widen the total extents of the crossings to 7.5 metres to further alleviate any concerns regarding pedestrian and cycle conflict.

Impact to cyclists

Crossing alignment

Some people suggested a more direct crossing for cyclists at the junction of Oxestalls Road. Others were concerned the crossing would be inconvenient for cyclists to use. To address the concerns raised we are proposing to relocate the proposed parallel pedestrian and cycle crossing further south by three metres to provide a more direct crossing alignment for cyclists.

For the reasons set out above we believe the mini-roundabout design with controlled crossing facilities on the western and northern arms of the junction provides the best solution for all road users. Providing alternative crossing arrangement for cyclists would not be feasible as it would require the junction to remain signalised. Therefore on balance we believe the proposed design is an appropriate solution which takes in to account the needs of all road users.

Crossing wait times

Some people were concerned the wait times for the crossing would take too long and cyclists would use the highway instead

As part of our traffic modelling we have modelled the junction with the appropriate green time to cope with the expected cycle demand. During operation we will install cycle sensors at the junction to dynamically manage the green time, balancing the need for cyclists against other road users.

Petrol station access

Some respondents suggested that the petrol station exit near the Evelyn Street / Oxestalls Road junction should include more space for vehicles to give way.

The petrol station on the corner of Oxestalls Road forms part of the Timeberyard Deptford development and is due to be decommissioned in 2019. It is anticipated that both accesses will no longer be in use when CS4 is operational.

Access from side roads

Some respondents were concerned about access onto CS4 from side roads along this section. Breaks in the segregation will be provided opposite side roads for cyclists to join and leave CS4.

Impact to bus users

Bus stops

Many respondents were concerned about the removal of the eastbound bus stop (U) at Grinstead Road and the impact this would have on local residents.

Due to the carriageway narrowing at this location it was not possible to accommodate a bus stop bypass facility for cyclists to retain the eastbound bus stop. Bus stop bypasses have been provided along CS4 to avoid the need for cyclists to enter the adjacent traffic lane to pass a stopped bus and to enable a continuous segregated cycle route.

To mitigate against the removal of the eastbound bus stop at Grinstead Road we proposed to move the next eastbound stop (V) at Deptford Fire Station 60 metres west. This would balance the distance between bus stops whilst still ensuring bus passengers have suitable accessibility to bus services given the surrounding amenities. Consideration was also given to the improvement seen in bus journey times as a result of the changes to the number of stops along this section.

However we acknowledge local concerns regarding the loss of the bus stop and therefore in partnership with Lewisham Council are in discussions with Lendlease, the developers behind the Timberyard Deptford to see if the bus stop can be retained within the new development.

Impact to pedestrians

Crossing locations

Some people were concerned about moving the pedestrian crossing on the eastern arm of the Oxestalls Road junction 150 metres east.

Detailed analysis of the pedestrian movements at the Oxestalls Road junction and site observations indicated that out of the three existing crossings, the eastern crossing is used by a significantly lower volume of pedestrians than the other two. It also found that a high proportion of the pedestrians using the crossing proceeded to the adjacent petrol filling station shop which was seen as the main trip generator.

The petrol station is due to be decommissioned as part of the redevelopment of the site and therefore it was proposed to relocate the crossing 150 metres east of Oxestalls Road to support the new desire line from the development. This would help balance the need to provide suitable crossings for pedestrians along Evelyn Street with the efficient operation of the network and local bus services.

Retaining all crossings at the Oxestalls Road junction alongside providing a new crossing to the east would result in multiple signal controlled crossings in very close proximity which could increase congestion in the area and the likelihood of motorists becoming frustrated at stopping multiple times in succession, resulting in poor compliance of traffic signals.

We will also continue to work with Lewisham Council to explore opportunities for crossing at Grinstead Road.

Section 7: Evelyn Street / Abinger Grove

There are no proposed changes for this section of the route and we are intending to take the design forward as consulted.

Our detailed response to the issues commonly raised in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Junctions

Abinger Grove

Some respondents suggested a traffic controlled junction at Abinger Grove instead of the mini-roundabout, while others said the junction was difficult to use for all road users.

Providing a signalised junction, accommodating all traffic movements, pedestrian crossings, and separate cycle facilities would significantly reduce the capacity and the flow of the network at Abinger Grove. Therefore we proposed to redesign the layout of the roundabout to help reduce the speed at which motorists approach and travel through the junction. We also proposed to offset the segregated cycle track to the north of the junction to prevent blocking back into the junction.

Impact on motorists

Through traffic

Some respondents were concerned about existing rat-running traffic on residential roads, in particular Prince Street, Watergate Street, Borthwick Street, Deptford Green, Stowage and Gonson Street.

To address local concerns regarding additional through traffic on residential we proposed to make Prince Street entry only from Evelyn Street as well as banning the right turn from Watergate Street onto Evelyn Street.

LB Lewisham and RB Greenwich are exploring traffic reduction measures in this area as part of their aspiration to make local streets safer for walkers and cyclists. However, these proposals are at an earlier stage and will be subject to separate programme timeframes.

Impact on bus users

Bus stops

Some people raised concerns about the relocation of the bus stops. See [Section 6](#) for our response regarding the relocation of bus stops along Evelyn Street.

Impact on cyclists

Access to Quietway 1

A number of respondents called for CS4 to connect to Quietway 1.

Cyclist connectivity throughout the route has been considered in detail to ensure that local access to residential areas and amenities is provided for as well access to other cycle routes. The route would connect to the proposed Quietway 14 at Dragoon Road and Quietway 1 at Gosterwood Street via the proposed toucan crossing on Evelyn Street. A further Quietway 1 cycle route connection would also be possible at the proposed toucan crossing at Deptford High Street.

Section 8: Evelyn Street / Deptford Church Street

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- Subject to further investigations we are no longer proposing to remove the tree at the junction of New King Street. We are also proposing to plant two additional new trees on the pedestrian buildout on the eastern side of New King Street
- The crossing at Deptford High Street was mislabelled in the consultation material as a pedestrian crossing when it was proposed to be a toucan crossing

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Impact on motorists

Banned turns

Many respondents raised concerns about the impact of the proposed banned turns at Deptford High Street.

Our proposals for Deptford High Street seek to combine the aspirations of adjacent schemes by providing a direct central crossing between New King Street and Deptford High Street. Banning the right turns into and out of Deptford High Street and from Watergate Street allows the crossing to be positioned on the main pedestrian desire between the new development and the high street

LB Lewisham has also recently carried out street enhancements in Deptford High Street. The banning of the turns supports their aspiration to reduce the number of vehicles using the high street as a short cut, especially at peak times. Alternatives for traffic wishing to travel east from Deptford High Street are via Giffin Street and Deptford Church Street. On market days this would be via Deptford Broadway and Deptford Church Street.

The right turn from Watergate Street onto Evelyn Street and the right turn from Evelyn Street into Deptford High Street are currently made by a low number of vehicles. Banning the turns would create conditions for a safe and efficient pedestrian crossing by removing conflicts with turning traffic. Alternative routes for traffic wishing to access Evelyn Street from Watergate Street are Prince Street and New King Street to the west and Borthwick Street, Deptford Green and Stowage to the east.

Impact on cyclists

Access to Deptford High Street

Some respondents called for the pedestrian crossing at Deptford High Street to be made a toucan crossing. The crossing was mislabelled in the consultation material as a pedestrian crossing when it was proposed to be a toucan crossing (for pedestrians and cyclists).

Environmental impacts

Green Estate

Some people were opposed to removal of the tree at New King Street while others called for additional tree planting along this section. We have reviewed the alignment of the two-way cycle track at the junction of New King Street and are now no longer proposing to remove the tree, subject to further investigation. We are also proposing to plant two additional new trees on the pedestrian buildout on the eastern side of New King Street.

Section 9: Creek Road / Deptford Church Street

Following feedback from the consultation, we are proposing changes to the design of this section of Cycle Superhighway 4 as follows:

- We are proposing to extend the segregation further along Deptford Church Street for cyclists travelling southbound

Our detailed response to the issues commonly raised and any design changes made in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Cycle infrastructure

Segregation

Many respondents called for CS4 to be extended along Deptford Church Street. We have therefore extended the segregation for southbound cyclists by 14 metres. This will provide a safer passage for cyclists leaving CS4 to continue their journey southbound along Deptford Church Street. There are currently no plans to extend the segregated cycle tracks further along Deptford Church Street as part of CS4.

Cycle access from Deptford Church Street

Some respondents expressed concern that turning in and out of Deptford Church Street is confusing and potentially dangerous.

Dedicated low-level cycle signals will be provided for cyclists joining CS4 from Deptford Church Street. Cyclists will be directed to travel ahead from Deptford Church Street and join the CS4 cycle track before continuing their journey eastbound or westbound. Cyclists leaving CS4 to join Deptford Church Street will be required to wait in the marked waiting area for cyclists before receiving a green low-level cycle signal to proceed.

Cyclists travelling eastbound and westbound on CS4 will be able to bypass the signals at the Deptford Church Street junction.

Impact on pedestrians

Staggered Crossings

Some respondents were concerned about the staggered pedestrian crossings at this junction.

We have proposed a new staggered pedestrian crossing on the western arm of the junction and also simplified the crossing arrangements on the south and east arms of the junction.

The crossing distances for pedestrians at Deptford Church Street are considerably longer than most other junctions along the A200, approximately 19m. Providing staggered pedestrian crossings at Deptford Church Street allows the junction to operate more efficiently for all road users including pedestrians by reducing average wait times compared to straight across crossings.

Section 10: Creek Road / Norway Street

There are no proposed changes for this section of the route and we are intending to take the design forward as consulted.

Our detailed response to the issues commonly raised in this section are set out below. Many respondents raised concerns about the wider scheme within this section. Responses to these topics can be found in [Section 2.1](#).

Impact on motorists

Access to Haddo Street

Some respondents said the right turn into Haddo Street should be maintained. Our proposals do not remove the right turn into Haddo Street and would retain the existing right turn lane and right turn pocket at this junction.

Banned left turn into Creek Road

Some respondents expressed concern about the retention of the banned left turn from Norway Street on to Creek Road. The Royal Borough of Greenwich who is the highway authority for Creek Road have decided to retain the existing banned left turn at this junction as part of wider measures to reduce traffic in Greenwich Town Centre.

Cycle infrastructure

Glaisher Street

Some respondents called for cyclists to be given further priority at the Glaisher Street junction, while others suggested a “hold the left” arrangement. Our proposals would provide cyclists with their own separate signal stage at this junction so they would not be in conflict with motor traffic. During this stage all traffic will be held at a red signal to facilitate the cycle movements.

Haddo Street

Some respondents suggested that cycle access to and from Haddo Street should be improved.

Cyclists from Haddo Street would be directed to use the new cycle lane on Norman Road and will be able to access CS4 via the proposed toucan crossing on the west arm of the junction. We would also build out the pavement on the south-west corner of the junction to accommodate a larger shared use area for pedestrians and cyclists.

Cyclists leaving CS4 will be able to access Norman Road and Haddo Street via the proposed two-stage right turn facility.

Impact on pedestrians

Crossings

Some respondents expressed concern about moving the pedestrian crossing to the western arm of the Norman Road / Creek Road junction. Others said they supported the moving of the crossing.

The proposed layout for Norman Road / Creek Road looks to remove the staggered crossing on the eastern side of the junction and incorporates a new crossing on the western arm. This arrangement would enable the junction to operate more efficiently and help provide for the cycle facility whilst reducing the potential impact on traffic and delay to pedestrians waiting to cross the road.

As part of our design process we undertook a review of all the pedestrian movements at the junction and the proposed layout supports the majority of pedestrian movements taking place at the junction. The proposed layout also offered the opportunity to improve all the other crossings at the junction by making them more direct.

There is also an existing crossing 100 metres east of the junction at Horseferry Place which would still cater for pedestrians wishing to cross on the eastern arm of the junction.