



Proposed changes to the A100 Tower Bridge Road/Tanner Street junction

Consultation Report
February 2017

Contents

Executive summary	3
Summary of issues raised during consultation	3
Next steps	3
1. About the proposals	4
1.1 Introduction	4
1.2 Purpose.....	4
1.3 Detailed description.....	5
2. About the consultation	8
2.1 Purpose.....	8
2.2 Potential outcomes.....	8
2.3 Who we consulted.....	8
2.4 Dates and duration.....	8
2.5 What we asked.....	9
2.6 Methods of responding.....	10
2.7 Consultation materials and publicity	10
2.8 Analysis of consultation responses	10
3. About the respondents.....	11
3.1 Number of respondents.....	11
3.2 Who responded?.....	11
3.3 Methods of responding.....	12
4. Summary of all consultation responses	13
4.1 Summary of responses to Question 1	13
4.2 Summary of stakeholder responses.....	14
4.3 Comments on the consultation.....	16
5. Conclusion	17
Appendix A1: Detailed analysis of comments	18
Appendix A2: Design comments	20
Appendix B: Consultation letter	22
Appendix C: Letter distribution area	23
Appendix D: List of stakeholders consulted.....	24

Executive summary

This document explains the processes, responses and outcomes of a public consultation on proposals for the A100 Tower Bridge Road junction with Tanner Street.

The consultation ran between 30 September and 30 October 2016. We received 1,260 responses, of which 66 per cent opposed or opposed most elements of the proposals, with 32 per cent supporting the proposals or supporting most elements. The main themes are highlighted below, with detailed analysis in Appendix A1 and A2.

Summary of issues raised during consultation

- We received 214 comments raising concerns that the proposals would increase congestion in the area, resulting in delays to journeys and an increase in pollution
- A total of 93 comments were received about the specific proposal to make Tanner Street one way eastbound. A number of consultees were concerned about how destinations to the west would be reached without resorting to long diversion routes, such as south to Elephant and Castle roundabout
- We also received 82 suggestions on how the design might be improved. This is included as Appendix A2

Next steps

Having carefully considered the feedback we received during the consultation, we have decided to proceed with the scheme.

We acknowledge the concerns expressed about the risk of increased congestion on the A100 Tower Bridge Road and the potential impact to Black Cabs and private Hire vehicles. We will trial allowing a right turn for buses and taxis only from Tower Bridge Approach to Tooley Street.

We address the key issues raised during the consultation in our *Response to issues raised*, which is published alongside this report.

1. About the proposals

1.1 Introduction

As part of our goal to make cycling easier and safer in London, we are working with London boroughs and other stakeholders to complete a cycling grid. This will enable quick and convenient cycling trips around central London.

A route is planned connecting Tanner Street and Tower Bridge Road, which is part of the Transport for London Road Network. This junction is already well used by cyclists. Our proposals aim to improve safety and to prepare for the predicted increase in cycling along this route. Pedestrian numbers are also expected to increase at this location, and our proposals include new and improved crossings.

Tanner Street does not currently offer specific cycling provision. It is a smaller, residential road that preliminary assessment has shown is predominantly used to access Bermondsey Street westbound, and eastbound on Maltby Street and Druid Street.

The A100 Tower Bridge Road operates as a two-way major arterial road that crosses Tanner Street where the scheme would be constructed. It currently offers little in the way of cycling provision, despite already being well-used by cyclists in both directions, particularly southbound from Tower Bridge.

We originally consulted on proposals for the A100 Tower Bridge Road/Tanner Street junction in February 2016. A [consultation report](#)¹ was published in September 2016. Following feedback we received on the original proposals and subsequent discussions with the Southwark Council, we changed the proposed design to allow for eastbound movement only for motorists on Tanner Street between Tower Bridge Road and Archie Street, and a new cyclist staging area/traffic island. The new proposal reflected an aspiration from Southwark Council to make Tanner Street one-way eastbound.

We consulted on the revised proposals between 30 September and 30 October 2016.

1.2 Purpose

The proposals are part of the Central London Grid. The Grid is a network of cycle routes in central London, including a mixture of Cycle Superhighways and Quietways. The routes aim to provide a more attractive and accessible environment for cyclists, some of which would be on less busy roads.

¹ https://consultations.tfl.gov.uk/cycling/cycle-improvements-tanner-street/user_uploads/tanner-street-consultation-report.pdf

We are delivering the Grid in partnership with several London boroughs and other stakeholders. Parts of the Grid have already been built; other sections are still under development.

This part of the Grid includes a route between Blackfriars and Canada Water, passing along Tanner Street. Southwark Council consulted on proposals on the rest of the route in October and November 2015, including proposals for the one-way operation of Tanner Street. For more information, please visit the Southwark Council consultation [website](#)².

Our proposals for the junction aim to improve safety and create more space for cyclists. They have been coordinated with Southwark Council's designs.

1.3 Detailed description

The consultation drawing shown in Figure 1 (on page seven) illustrates all the proposed changes with the scheme. We consulted on most of these proposals in February 2016. The changes since February include making Tanner Street one-way eastbound, between the junctions with Tower Bridge Road and Archie Street; and a new cyclist waiting area.

The numbered list below summarises the key features of the proposals, with the above changes included as numbers **3** and **13** respectively.

The other aspects of this proposal remain unchanged from the February consultation. The numbered descriptions correspond with the numbered labels on the consultation drawing in Figure 1 on page 7.

1. **Carriageway to be widened by 0.5 metres** to improve traffic flow. There will still be sufficient width maintained on the footway.
2. **Centre lines to be extended** to provide two northbound general traffic lanes up to the junction with Druid Street
3. **New one-way eastbound for motorists on Tanner Street between Tower Bridge Road and Archie Street** to create space for a segregated two-way cycle track. We previously proposed for this section of Tanner Street to be one-way westbound, but are now proposing for it to operate eastbound instead. This would reduce the likelihood of through-traffic using Tanner Street and surrounding local roads.

The proposals would mean it would no longer be possible for vehicles other than cycles to turn into the western side of Tanner Street from Tower Bridge Road. Eastbound vehicles would also be prevented from turning right out of Tanner Street onto Tower Bridge Road, Or travel straight across into the Eastern side of Tanner Street; as the parallel pedestrian / cycle crossing needs to be a minimum distance from the side road to allow vehicles to exit onto a stop line and ensure the traffic signals are visible.

² <https://consultations.southwark.gov.uk/environment-leisure/jubilee-cycle-grid-route-section-d>

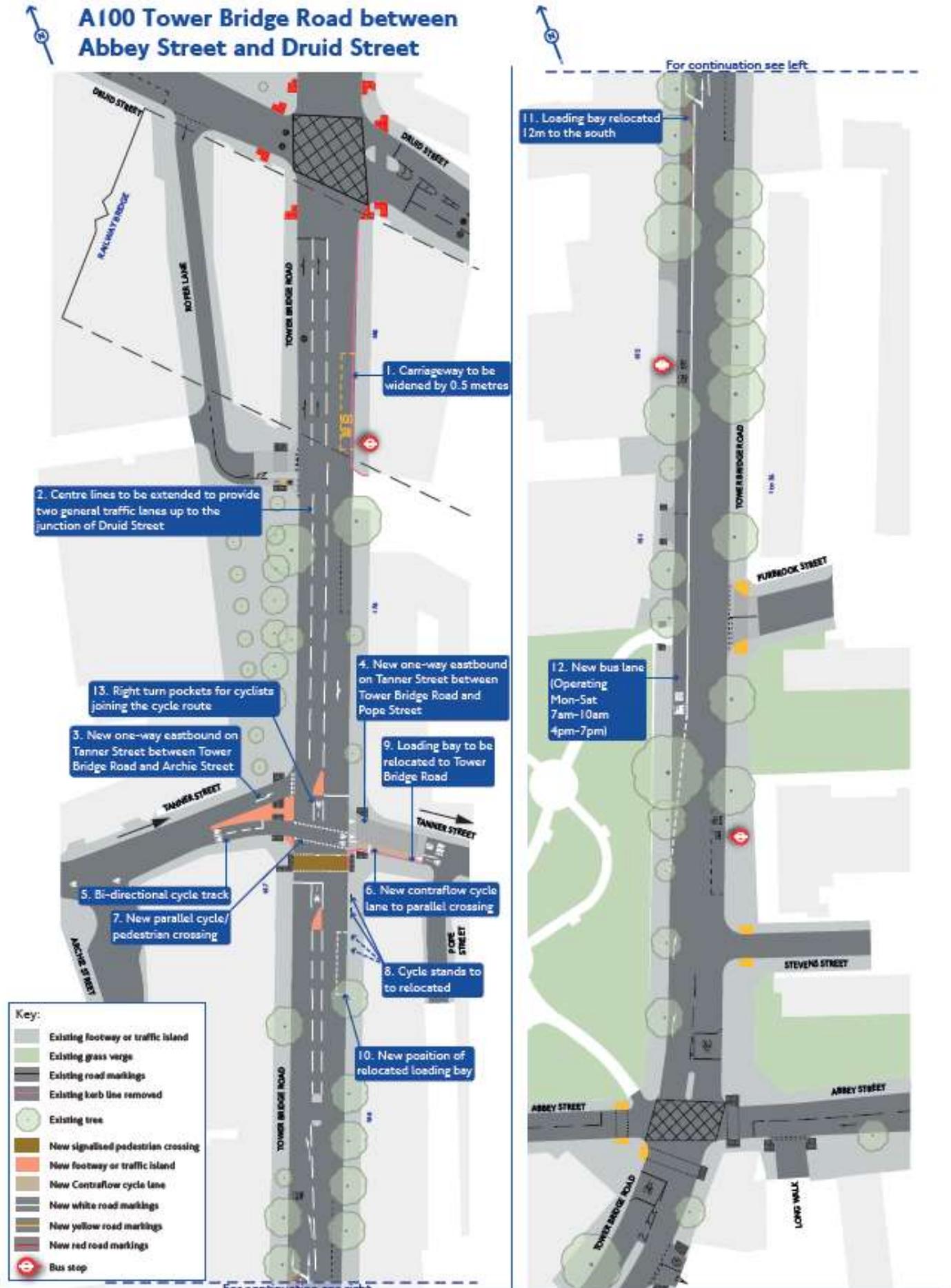
Our counts show that up to 170 vehicles currently enter the western side of Tanner Street via Tower Bridge Road during the busiest hour and approximately 20 vehicles turn right out of the western side of Tanner Street heading southbound on Tower Bridge Road.. Motor vehicle access into the western side of Tanner Street would still be possible via Bermondsey Street.

4. **New one-way eastbound on Tanner Street between Tower Bridge Road and Pope Street** to allow contraflow cycle provision. Motorists would not be able to cross Tower Bridge Road from the western side of Tanner Street into the eastern side of Tanner Street as this would risk conflict between cyclists entering the Quietway via Tower Bridge Road and motor traffic continuing across Tanner Street
5. **Segregated bi-directional cycle track** to allow cyclists to approach and exit the junction with substantially reduced risk of conflict with motor vehicles
6. **New segregated contraflow cycle track to parallel crossing** to allow for safer approach for cyclists, and to decrease potential conflict between modes of traffic. This would require the relocation of a loading bay (see 9 and 10)
7. **New parallel cycle/pedestrian crossing** to connect the cycle route on Tanner Street and allow cyclists to conveniently cross Tower Bridge Road separately from pedestrians
8. **Cycle stands to be relocated** to allow for widened traffic lanes on the approach to the junction, and to prevent conflict between traffic modes
9. **Loading bay relocated from eastern side of Tanner Street to Tower Bridge Road** to create space for the contraflow cycle track (see 6). The same operating hours will apply
10. **New position of relocated loading bay from Tanner Street** (see 9)
11. **Loading bay relocated 12m south** to provide enough space for traffic to merge. Operating hours will remain the same
12. **New bus lane** (Hours of operation: Mon –Sat, 7am-10am, 4pm-7pm) to make journeys faster and more reliable for bus passengers. We would create space by moving the centre line on this section of Tower Bridge Road
13. **New right turn pockets, a cyclist waiting area** to reduce conflict between northbound cyclists and motor vehicles

We are also investigating the feasibility of a new 5-metre Advanced Stop Line (ASL) on Tower Bridge Road southbound at this junction to reduce conflict between cyclists and motor traffic. Subject to successful traffic modelling, this would be added to our designs.

Figure 1: consultation drawing

A100 Tower Bridge Road between Abbey Street and Druid Street



2. About the consultation

2.1 Purpose

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change/s for the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

2.2 Potential outcomes

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

Our conclusion and next steps are set out in Chapter 4.

2.3 Who we consulted

The consultation sought the views of a range of different groups potentially interested in the proposals, including:

- Everyone who responded to the spring 2016 public consultation
- Local residents and businesses
- Local stakeholders, including Southwark Council
- Cycling and road user representative bodies
- Groups representing vulnerable road users
- The emergency services
- Other stakeholders, listed under xxx

2.4 Dates and duration

We consulted for four weeks between 30 September and 30 October 2016.

2.5 What we asked

1. What do you think about the revised proposals for Tower Bridge Road and Tanner Street?
 - Support
 - Support most elements
 - Neither support or oppose
 - Oppose most elements
 - Oppose
 - Not sure
 - Don't know
2. Do you have any other comments on the proposals?
3. In what ways do you use the junction?
 - As a pedestrian
 - As a cyclist
 - As a commercial vehicle driver
 - As a non-commercial motor vehicle driver,(e.g. I drive my own car)
 - Bus passenger
 - I don't use the junction
4. What is your name?
5. What is your email address?
6. Can you please provide us with your post code?
7. Are you (please tick all boxes that apply):
 - Local resident
 - Business Owner
 - Employed locally
 - Visitor to the area
 - Commuter to the area
 - Not local but interested in the scheme
 - Other (Please specify)
8. If responding on behalf of an organisation, business or campaign group, please provide us with the name
9. How did you find out about this consultation?
 - Received an email from TfL
 - Received a letter from TfL
 - Read about in the press
 - Saw it on the TfL website
 - Social media

- Other (please specify)
- Not Answered

10a What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)?

- Very good
- Good
- Acceptable
- Poor
- Very poor
- Not Answered

10b: Do you have any further comments?

2.6 Methods of responding

We invited people to respond in one of three ways:

- By visiting the consultation [website](#)³ and completing the online questionnaire.
- By emailing comments to consultations@tfl.gov.uk.
- By writing to FREEPOST TFL CONSULTATIONS.

2.7 Consultation materials and publicity

We sent a letter and map describing the proposals to 7,220 addresses in the area around the junction. A copy of this letter is shown in Appendix B and a map of the distribution area can be found in Appendix C. The letter was also emailed to various local and pan-London stakeholder groups. A list of the groups consulted is shown as Appendix D.

2.8 Analysis of consultation responses

The analysis of responses was undertaken by our consultation team. The results are reported in section 3 and section 4 of this report.

A total of 47 multiple entries were identified and removed. Of these, 46 were exact or near exact duplications. For example, consultees may have originally omitted answering question 1; then responded a second time, answering question 1 and resubmitting the same supporting comments.

The remaining entry was by a consultee submitting additional comments. In this case, the additional comments were added to the first entry and the second response was removed, so that no responses to question 1 were not double counted.

³ <https://consultations.tfl.gov.uk/cycling/cycle-improvements-tanner-street>

3. About the respondents

3.1 Number of respondents

The consultation received 1,213 responses, having omitted those set out in 2.10. Not all respondents answered every question.

3.2 Who responded?

Of those who responded to the consultation, 1,155 people answered question 6 which asked who they were. The results are shown in Table 1. As consultees were allowed to choose from any relevant multiple choice answer, the percentages exceed 100 per cent.

Table 1: answers to question 6

Answer	Number	Percentage
Local resident	158	13%
Business owner	164	14%
Employed locally	236	19%
Visitor to the area	243	20%
Commuter to the area	431	36%
Not local but interested in the scheme	110	9%
Other	146	12%
Not answered	108	9%

Question seven asked whether consultees were responding in an official capacity as a stakeholder. Seven stakeholder responses were identified and are summarised in section 4.2. These comments were also counted with other responses and are reflected in the main report and Appendix A1.

3.2 How respondents heard about the consultation

A total of 1,133 (93 per cent) answered question 8, which asked how respondents heard about the consultation. The results are shown in Table 2.

Table 2: answers to question 8

Answer	Number	Percentage
Received an email from TfL	119	10%
Received a letter from TfL	13	1%
Read about it in the press	77	6%
Saw it on the TfL website	95	8%
Social Media	787	65%
Other	42	3%
Not answered	80	7%

3.3 Methods of responding

The majority of responses were made on the website, with 1,205 consultees (more than 99 per cent), answering the online questionnaire. A further eight consultees preferred to email the consultation team. No responses were received through the post.

4. Summary of all consultation responses

4.1 Summary of responses to Question 1

4.1.1 Overall support

We asked respondents to tell us whether they supported the revised proposals for Tower Bridge Road and Tanner Street. The results are shown in Table 3.

Table 3: responses to question 1

Answer	Number	Percentage
Support	348	29%
Support most elements	37	3%
Neither support or oppose	5	<1%
oppose most elements	67	6%
Oppose	727	60%
Not sure	6	<1%
Don't know	2	<1%
Not answered	21	2%

4.1.2 Summary of responses to question 2

Of the 1,213 people who responded to the consultation, 721 (59%) provided additional comments in the open text box for the scheme. The most frequently raised issues are provided in Table 4. We also received 82 comments suggesting improvements to the design.

Table 4: responses to question 2

Issue	Total
Comments about congestion and/or resulting pollution, which may result from the proposed changes	216
General objections	128
General comments of support	96
Comments about westbound access from Tower Bridge Road, which consultees thought should be retained	93
Comments about cycling and cycle schemes, (such as a perception that cyclists are favoured over other road users)	65

4.2 Summary of stakeholder responses

This section provides summaries of the feedback we received from stakeholders. We sometimes have to condense detailed responses into brief summaries. The full stakeholder responses are always used for analysis purposes.

Metropolitan Police (Road Safety Engineering Unit)

The two way cycle track at the entrance to the west side of Tanner Street may be wide enough for a car to pass through, accidentally or intentionally. Could a physical measure be put in to prevent drivers doing this?

South of the junction with Tanner Street, Tower Bridge Road has markings between the controlled crossing and central pedestrian refuge which may cause confusion. A ghost island with cross hatchings would clarify that vehicles shouldn't enter this area unless absolutely necessary and with caution. The outer lines should be wider than the segregation at the controlled crossing and the central refuge. At present the markings appear to lead vehicles straight into the central refuge.

At the start of the new northbound bus lane, the throwback arrows for north bound vehicles appear to push vehicles towards southbound vehicles at the bus cage. This would cause a conflict as south bound vehicles attempt to overtake stationary buses at the stop.

London Fire and Emergency Planning Authority

The London Fire Brigade (LFB) supports the Mayor's Vision for Cycling and recognises the benefits which the proposed changes will bring to London and Londoners.

Officers have visited the area of proposed change and are of the opinion that the proposed works will have minimal effect on our attendance times and ability to proceed along Tanner Street.

Licensed Taxi Drivers Association

LTDA opposed the proposals and said:

Tanner Street is supposed to provide access for taxis to the new rank in Bermondsey Street, from Tower Bridge Road. There is no satisfactory alternative route. The Bermondsey Street rank is already very busy as it serves More London⁴ and will become very much busier when the new London Bridge station entrance is fully operational.

Taxi ranks require good access in order to provide a good level of service.

⁴ More London: a mixed-use business district and recognised art and performance destination near London Bridge station.

Cycling UK, London (Formally ‘Cyclists’ Touring Club’)

There is no special provision for cyclists on the highly used Tower Bridge Road at the Tanner Street and Druid Street junctions. This is probably more important than the Tanner Street route. Advanced Stop Lines should be provided at these junctions and preferably cycle lanes too.

London Cycling Campaign

The LCC welcomed the opportunity to comment. Its response was developed with input from the co-chairs of LCC’s Infrastructure Review Group and is in support of the response from Southwark Cyclists, the borough group. Suggestions include:

- The introduction of eastbound one-way motor vehicle traffic west of Tower Bridge Road is supported, although modal filters or point closures would be a better solution – and consideration should be given to instead making the one-way east of Tower Bridge Road westbound (and therefore “opposing”), to avoid encouraging through motor vehicle movements.
- More work should be done to reduce risks to cyclists when turning.
- The current placement of loading bays is not ideal - it would force those cycling out into heavy streams of traffic. Alternative loading arrangements should be designed.
- Given volumes of cycling and motor vehicle traffic, Tower Bridge Road needs protected, safe space for cycling; or appropriate motor vehicle volume reduction. The current closure of Tower Bridge Road provides an opportunity to understand traffic redistribution and potential for modal shift in the area.

Southwark Cyclists

Southwark Council have agreed to deal with the most contentious issue about the previous consultation by reversing the one-way on Tanner St. The scheme should now go ahead. We hope that this consultation will stick closely with the TfL scheme for the junction itself and the changes required to accommodate the reversed one-way.

Motor traffic exiting Tanner Street (west arm) presents a new danger for northbound cyclists on Tower Bridge Road. Motorists exiting Tanner Street may not notice cyclists to their right. We ask that some warning signs are put up close to the give way line on Tanner Street, warning drivers to look out for cyclists.

The popular turn is likely to be southbound on Tower Bridge Road, right into Tanner Street west arm. Perhaps you can make sure that any cyclists wishing to make a two-stage right would be able to do so by configuring the end of the Tanner Street east arm contraflow appropriately.

The current placement of loading bays is not ideal - it would force those cycling out into heavy streams of traffic. Alternative loading arrangements should be designed.

Stop Killing Cyclists

Stop Killing Cyclists were disappointed the proposals did not include physically protected lanes.

4.3 Comments on the consultation

We routinely ask respondents for feedback on how we consult, so that we can continue to develop effective means of consulting in future. 1,125 respondents (93%) provided a comment on the quality of the consultation and associated materials.

- 470 respondents who answered the question (42 per cent of 1,125), thought the quality of the consultation was very good or good
- 414 (37 per cent) though it was acceptable
- 241 (21 per cent) though it was poor or very poor

149 respondents provided additional comments on the quality of the consultation. Some provided more than one comment. Table 5 provides a summary of the additional comments made about the quality of the consultation.

Table 5: answers to question 10b

Answers	Number
TfL had already decided on how to proceed with the scheme, irrespective of the consultation results	22
A lack of publicity/awareness about the consultation	11
Suggested improvements to the consultation drawing	5
TfL should consider all views fairly and act on the results	5
Poor quality consultation	4
Further explanation required about how the proposals would be integrated into other local changes and/or how they would affect one another	3
Good quality consultation	3
Would be useful to use Google maps to show the area and explain the location of Tower Bridge Road/Tanner Street	2
Transport users and/or providers should be invited to respond to the consultation	2
Unions should be invited to respond to the consultation	1
Trouble downloading consultation drawing	1
Lack of alternatives to the proposals provided	1
Request to read all responses to the consultation	1
Independence of the consultation	1
Consultation does not accurately reflect what would be built	1

We also received other comments in this section that were not about the quality or content of the consultation material. These included:

- Repeats of previous comments on the proposals, or the impact of cycle schemes in London, 67
- Comments about TfL, 11
- Comments about UBER, 2

5. Conclusion

We acknowledge the concerns expressed about the risk of increased congestion and pollution on the A100 Tower Bridge Road, together with the potential impact to Black Cabs and private Hire vehicles. These were the major objections to the proposals.

We will trial allowing a right turn for buses and taxis only from Tower Bridge Approach to Tooley Street. In addition to providing an alternative road to the west for taxis, this measure should help mitigate congestion for the remaining traffic on Tower Bridge Road; thus meeting the major reasons for objecting to the proposals.

Construction of the new junction design will take place in Spring 2017.

Appendix A1: Detailed analysis of comments

Of the 1260 respondents, 739 left comments in the open text field. We have summarised the significant themes below.

Comments about potential traffic impacts, which may result from the proposed changes, 218

- Proposals would increase congestion, 149
- Proposals would increased pollution, as a result of greater congestion, 35
- There would be a negative impact to traffic, (e.g. journey times), 15
- Negative impact to Cab drivers, (a perceived increased difficulty navigating London and resulting fare increases affecting their business), 14
- Would cause displacement of traffic to other roads, 2
- Diversion routes would be too long, (such as southbound to the Elephant and Castle roundabout), 3
- May hinder response times for emergency services, 2

Comments and questions about how westbound access from Tower Bridge Road would be achieved if the proposals were implemented, 93. (Consultees thought access should be retained)

- Access to London Bridge station/Guy's Hospital, 50
- Access to Bermondsey Street, 17
- Access to Tanner Street, 17
- Access to Tooley Street, 9

Comments about cycling and cycle schemes, 66

- London is not just a city for cycling, (implying or stating that this scheme and/or other similar schemes favour cyclists over motorists), 39
- Cyclists will not use the infrastructure at all/or not during peak journey times. (Implying or explicitly stating that the anticipated redundant infrastructure should be available to motor vehicles to mitigate congestion), 21
- Cycle schemes cause congestion through a reduction in available road space to other users, 2⁵
- Cycle lanes are not a good idea, 1
- A question asking how many cyclists are expected to use the route, 1
- A negative criticism of cyclists' behaviour, 1
- Advance Stop Lines should be enforced, 1

⁵ It was explicitly stated twice, but was implied in many previous answers such as those which cited congestion

General comments on the proposals, 29

- The existing road layout is better than the one proposed, 14
- The proposed scheme is unnecessary, 6
- The proposals are a waste of money, 3
- The proposals in the first consultation were better, 3
- The proposals are an improvement on the first consultation, 2
- These sort of schemes don't work (citing Elephant and Castle and Farringdon), 2
- The proposals are premature until the new station is open and resulting traffic patterns are better understood, 1
- Not required, just enforce 20mph speed limit, 1

Comments in relation to local residents and businesses, 27

- The proposals would improve safety for cyclists, residents and pedestrians, 6
- Negative impact to residents, 6
- Negative impact to businesses, 5
- Negative impact to businesses and residents from traffic, 5
- Negative impact to disabled or elderly who may rely on a car for transport and risk having their journeys delayed/disrupted, 2
- Impact to deliveries, 1
- Beneficial to residents, 1
- Would reduce rat running, 1

Other comments, 229

- General objections, with no particular reason given, 128
- General comments of support, 99
- Highway Code should be enforced, 1
- Would hinder commute, 1
- Would help mitigate congestion on Bermondsey Street, 1

No additional comments provided, 523

Appendix A2: Design comments

Design comments	83
Minimise the 'left hook' risk in the proposals. (For instance, for those cycling southbound ahead off the bridge there is a risk of left-turning traffic; for those cycling northbound and turning east there are risks from oncoming traffic; and for those turning from either direction northbound onto the bridge there are risks introduced from the turn from Tanner Street on the west of the bridge).	19
Cycling provision is not sufficient, segregation is required from other road users	8
Provision, such as a two-way, segregated cycling route is required on Tower Bridge Road	7
Advance Stop Lines (ASLs) should be included	5
For the scheme to work, a right turn into Druid Street or Tooley Street must be permitted when southbound on Tower Bridge Road, (with a signed route to Tooley Street)	3
Make it safer to make a two-stage southbound right turn from Tower Bridge Road into Tanner Street	3
Relocated loading bays onto Tower Bridge Road push cyclists into busier traffic lanes and are unnecessary. Businesses could take deliveries on Pope Street and loading bays could be located there	2
Mandatory cycle lanes should be included from the Abbey Street junction with Tower Bridge Road	1
The new bus lane should commence earlier and be widened near the bus stop, so cyclists using the lane would have more room from general traffic	1
To where are the cycle stands being relocated?	1
Allow electric cars to use the bus lane to reduce emissions	1
An advance traffic signal for cyclists could be used to enable them to move through the junction at Druid Street before cars also begin to cross	1
Pedestrians and cyclists should not be disadvantaged by long red light phasing when crossing, as it may encourage dangerous crossing	1
ASLs need to be enforced if they are to work	1
The scheme is unnecessary. Enforce a strict 20mph limit instead	1
A full set of traffic signals is required at the Tanner Street/Tower Bridge Road junction	1
Signage required to alert drivers exiting Tanner Street about cyclists	1
Black Cabs should be allowed to use Tanner Street as they do now	1
Turning movements for cyclists need to be better protected in all directions at the Tanner Street junction	1
Make Roper Street one-way northbound	1

Make Tanner Street east of the junction westbound only, to avoid through-motor movements	1
Make Tanner Street two-way from Bermondsey St junction, then close it to all traffic except bikes to void rat running	1
New signage required to denote new arrangements/priority	1
Oppose creation of new traffic lane northbound to Druid Street – create a cycle lane instead	1
Parking spaces should not be moved to the park side on Tanner Street, as it will be potential unsafe for pedestrians. Yellow line should be retained	1
Physical barrier to prevent illegal turn into Tanner Street	1
Markings on Tower Bridge Road south of Tanner St are ambiguous and may confuse. A ghost island with cross hatchings wold clarify that vehicles should not enter unless necessary	1
Outer lines should be wider than the segregation at the controlled crossing and central refuge	1
The proposed centre lines extension to provide two general traffic lanes up to the junction of Druid Street, should only be extended as fat as Roper Lane/Druid Street	1
A new crossing at Roper Lane would then be possible	1
Provide cycle racks on Archie Street	1
Remove parking on Tanner St to allow room for vehicles and cyclists	1
Right turn pockets should not be in the centre of the road	1
Install traffic signals to minimise potential conflict between cyclists heading eastbound along Tanner Street straight across the junction and southbound motor traffic turning left into Tanner Street from Tower Bridge Road. Alternatively install a 'Give Way to cyclists' signs for eastbound traffic on Tanner Street	1
Special provision for black cabs is required: Southbound on Tower Bridge Road, allow a left turn into Queen Elizabeth Street, a right turn into Lafone Street and a right turn (Taxi only) into a contraflow on Tooley Street	1
Tanner Street should be one-way westbound	1
An ASL is required at the junction with Tooley Street and a left turn for northbound cyclists	1
Traffic calming is required on Tanner Street	1
Tanner Street should be access-only to reduce traffic for visitors and residents	1
Traffic should be allowed to turn left into Long Lane to ease congestion	1
Traffic should be informed about 2 way cycling on one-way Tanner Street to avoid conflict	1
Widening the carriageway south of the Druid Street junction may encourage higher speeds	1
A desire expressed to see the schemes linked, particularly with Cycle Superhighways	1

Appendix B: Consultation letter

Transport for London



Dear Sir/Madam

Transport for London

FREEPOST TFL CONSULTATIONS

Email consultations@tfl.gov.uk

1 October 2016

Have your say on proposed changes to the junction of A100 Tower Bridge Road and Tanner Street

After discussions with the London Borough of Southwark, we have revised our previous proposals to improve the provision for cyclists and other road users around the Tower Bridge Road/Tanner Street junction. We would like to hear your views on our new design proposals, which are available at:

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

The revised proposals take into account feedback from our February 2016 consultation on this junction, the report for which is also published on the website. The proposed changes are described below and correspondingly numbered on the scheme map (overleaf). The other proposals are unchanged from February and are described in more detail on the website.

- 3 **New one-way eastbound for motorists on Tanner Street between Tower Bridge Road and Archie Street** to create space for a segregated two-way cycle track. We previously proposed for this section of Tanner Street to be one-way westbound, but are now proposing for the one-way to operate eastbound instead in order to reduce the likelihood of through traffic using Tanner Street and surrounding local roads. The proposals would mean it would no longer be possible for vehicles other than cycles to turn left or right into this part of Tanner Street from Tower Bridge Road, for eastbound vehicles on Tanner Street to turn right onto Tower Bridge Road, or for eastbound vehicles to continue straight across Tower Bridge Road on Tanner Street. Our counts show that up to 170 vehicles make these movements in the busiest hour. Motor vehicle access to Tanner Street would still be possible via Bermondsey Street.
- 13 **New cyclist waiting area** to reduce conflict between cyclists and motorists

How to find out more and comment on the new proposals:

Website – <https://consultations.tfl.gov.uk/roads/tower-bridge-road-tanner-street>

Email – consultations@tfl.gov.uk. Please state 'Grid – Tanner Street' in the subject

Letter – You can also write to us at FREEPOST TFL CONSULTATIONS

The consultation will close on **Sunday 30 October 2016**. Subject to the outcome of the consultation, we plan to start construction in January 2017, with completion the following spring.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Edward Rees'.

Edward Rees

Consultation Team, Transport for London

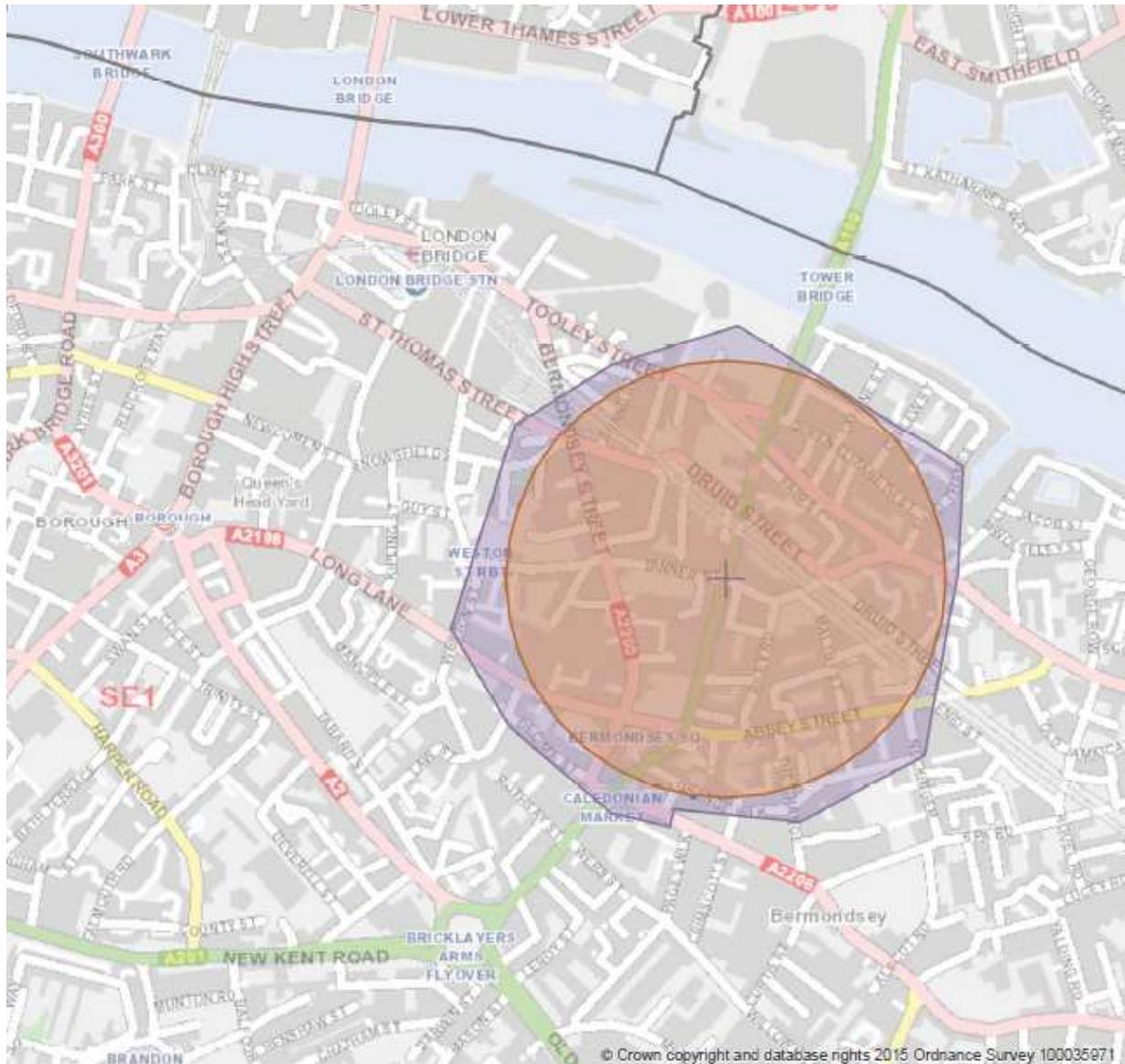
MAYOR OF LONDON



VAT number 756 2769 90

Appendix C: Letter distribution area

7220 letters were distributed to the area within the orange and purple shaded areas



Appendix D: List of stakeholders consulted

House of Commons

- Rosena Allin-Khan MP
- Neil Coyle MP
- Harriet Harman MP
- Helen Hayes MP

London Assembly Members

- Gareth Bacon AM
- Kemi Badenoch AM
- Shaun Bailey AM
- Sian Berry AM
- Andrew Boff AM
- Tom Copley AM
- Florence Eshalomi AM
- Nicky Gavron AM
- Claire Hamilton AM
- David Kurten AM
- Joanne McCartney AM
- Caroline Pidgeon AM
- Caroline Russell AM
- Fiona Twycross AM
- Peter Whittle AM

Councils

- London Borough of Southwark

Authorities

- Department for Transport
- Greater London Authority
- Port of London Authority

Diversity and inclusivity groups

- Action on Hearing Loss (formerly RNID)
- Age Concern London
- Age UK
- Alzheimer's Society
- Asian Peoples Disabilities Alliance
- British Dyslexia Association
- Disability Alliance
- Disability Rights UK
- Disabled Persons Transport Advisory Committee
- Greater London Forum for the Elderly
- Guide Dogs for the Blind Association
- Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)
- Joint Mobility Unit

- London Older People's Strategy Group
- MIND
- National Children's Bureau
- Royal National Institute for the Blind (RNIB)
- Sense
- Sixty Plus
- Stroke Association

Motoring organisations

- AA Motoring Trust
- Association of British Drivers
- Association of Car Fleet Operators
- British Motorcyclists Federation
- Freight Transport Association
- Motorcycle Action Group
- Motorcycle Industry Association
- Road Haulage Association

Transport interest groups

- Better Transport
- Clapham Transport Users Group
- Confederation of Passenger Transport
- London TravelWatch
- London Omnibus Traction Society
- Southwark Safer Transport Team

Airports

- Gatwick Airport
- Heathrow Airport
- London City Airport
- TPH for Heathrow Airport

Business groups

- Bankside Residents' Forum
- Better Bankside Business Improvement District
- Confederation of British Industry
- Northbank Business Improvement District
- Victoria Business Improvement District
- Virtual Norwood Forum

Cycling groups

- Cyclists' Touring Club (CTC, the national cycling charity)
- London Cycling Campaign (Southwark)
- London Cycling Campaign (Enfield)

Black Cab/Private Hire groups

- Licenced Taxi Drivers Association
- London Cab drivers Club
- London Suburban Taxi-drivers' Coalition

Emergency Services

- London ambulance Service
- London Fire and Emergency Planning Authority
- Metropolitan Police Service

Statutory undertakers

- British Telecommunications
- EDF Energy
- National Grid
- Royal Mail
- Thames Water

Unions

- RMT
- Unions Together
- Unite

Other stakeholders

- Canal & River Trust London
- Central London NHS Trust
- Dbrief Monthly
- Evolution Quarter Residents' Association
- Herne Hill Forum
- Herne Hill Society
- Institute of Civil Engineers (London)
- King's College Hospital NHS Foundation Trust
- Living Streets
- Royal Parks
- South Bank Employers' Group
- South Bermondsey Partnership
- Sustrans
- Sutton Centre for Voluntary Sector