



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

Response to issues raised  
February 2017

## Introduction

We recently consulted for a second time on proposals to improve safety and provide more space for cyclists along part of the A100 (Tower Bridge Road) and Tanner Street. This document provides our response to the commonly raised issues during the consultation.

The consultation ran between 30 September and 30 October 2016. A separate report is available from the consultation [website](#)<sup>1</sup>, explaining the processes, responses and outcomes of the second consultation.

## Conclusion and next steps

Having given careful consideration to the comments received, we have decided to proceed with the scheme. Construction is expected to take place later in the spring and take about a month to complete.

We have also decided to trial a complementary scheme, which will help taxis access destinations west of Tower Bridge Road, thereby addressing one of the key issues raised in consultation responses. We propose allowing a right turn for buses and taxis only from Tower Bridge Approach to Tooley Street for a trial period. If successful, it would be adopted full time.

Our responses to other issues commonly raised are shown below. Details of Southwark Council's scheme can be found on their [website](#)<sup>2</sup>.

## Response to issues commonly raised

### 1. **The scheme will result in increased congestion and traffic displacement onto smaller residential roads**

The Tanner Street proposals which restrict traffic using Tanner Street in a westbound direction are unlikely to have a significant impact on congestion. Our predictions show no change in flow using Tower Bridge Road in both north and southbound directions. We expect manageable levels of traffic, which can no longer access Tanner Street, to reassign to smaller roads across the area; particularly Long Lane and Weston Street.

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<sup>1</sup> <https://consultations.tfl.gov.uk/roads/tower-bridge-road-tanner-street/>

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

**2. The right turn into Tanner Street is an important through route for Taxis to reach Bermondsey Street, Guy's Hospital and London Bridge.**

Having considered the feedback from the Black Cab and Private Hire communities, we have decided to trial a complementary scheme, which will help taxis access destinations west of Tower Bridge Road. This would address one of the key issues raised in consultation responses. We propose allowing a right turn for buses and taxis only from Tower Bridge Approach to Tooley Street for a trial period. If successful, it would be adopted full time.

**3. How should southbound traffic on Tower Bridge Road reach destinations in the west? Is traffic expected to go via Elephant and Castle?**

Taxis will be able to turn right onto Tooley Street to continue travelling westbound. General traffic can continue south on Tower Bridge Road and turn right onto Bermondsey Street at the junction with Grange Road.

**4. There is no way for traffic exiting Tanner Street (there is a major hotel car park in Archie Street) to turn south or south via crossing Tower Bridge Road to the east side of Tanner Street. Instead all traffic must go north towards Tower Bridge.**

Vehicles exiting from Tanner Street that wish to travel south will be able to use the Queen Elizabeth Street loop which is signed from Tower Bridge Road to continue southbound down Tower Bridge Road.

**5. Why has Transport for London proposed to make Tanner Street one way, keeping traffic on the congested Tower Bridge Road?**

Southwark Council propose to make Tanner Street one-way, as part of their aspiration for pedestrian and cycling improvements in the area. We developed the proposals for Tanner Street in collaboration with Southwark Council, to enable the delivery of the rest of the cycle route. More information on this route can be found on Southwark Council's [website](#). Traffic can still leave Tower Bridge Road by the roads described in previous answers.

**6. How does the proposed design integrate with the cycling lane proposed by Southwark Council, located further west along Tanner Street?**

Southwark Council have prepared the layout to the west of the junction and the tie-in will be coordinated between their design team and ours.

**7. How many cyclists would benefit from the scheme?**

We do not have the capability of accurately predicting how cyclist numbers would change following the introduction of a new facility. Our most recent traffic counts indicate in excess of 250 cyclists currently uses the junction during the morning peak.

- 8. We need to be able to leave our neighbourhood and have access to the south and southeast. We live along a northbound one-way street. How do we go south?**

Southwark Council have proposed the one-way exit from Tanner Street western arm. The alternate routes would need to be considered in regard to the surrounding network that is proposed by the Council.

- 9. Why is there a need for two northbound lanes from Tanner Street, but not northbound towards and through the junction at Tanner Street? There will not be that many cyclists travelling northbound who will need to turn right into Tanner Street, as cyclists have plenty of earlier opportunities to go east. A physical obstruction here is unnecessary and will cause delays and congestion.**

The existing road layout has a single lane of traffic marked between the existing pedestrian islands which are located 50m south of the Tanner Street junction. The proposals are a formalisation of two lanes from Tanner Street up to Druid Street. The changes enable cyclists to make right turns onto the Quietway route which runs across Tower Bridge Road between the Tanner Street arms.

- 10. The design should 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).**

The elimination of left turn hooks cannot be achieved at the Tanner Street/Tower Bridge Road junction owing to the impact on the operational impact on Tower Bridge Road. An ASL has been provided southbound and northbound there is no left turn hook as vehicles are not permitted to turn left.

- 11. Segregation should be introduced for cyclist on Tanner Street**

Segregation was not considered for cyclists on Tanner Street as this would be inconsistent with the remainder of the route proposed by Southwark Council. The council's design does not extensively use segregation at this location, as it is not considered feasible owing to geometric constraints.

- 12. Further provision/segregation should be introduced for cyclists on Tower Bridge Road**

Facilities along Tower Bridge Road were not considered as part of the scope of this scheme

- 13. Could a physical measure be put in place to prevent drivers from entering the entrance to the west side of Tanner Street?**

The layout will be monitored and action taken should the entrance of Tanner Street west be used by vehicles. It is not anticipated that this will occur owing to the road layout and 'look and feel of the street'

- 14. 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 matters.**

The road layout has been refined and simplified in later design revisions to clarify this layout.

- 15. 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.**

The deflection arrows are proposed to indicate the presence of a bus lane and are positioned so that vehicles will move across from the nearside area. This does not push them into the bus cage or southbound vehicles.

- 16. Alternatives should be sought to the existing loading bay arrangements on Tower Bridge Road, as they could force cyclists into heavy traffic**

The relocation of the existing bay from Tanner Street onto Tower Bridge Road is necessary for servicing of properties in the local vicinity. There are kerbside loading and parking bays along Tower Bridge Road in many locations so this arrangement is common, with cyclists moving into a position to traverse the bays and interacting with traffic.

- 17. Consider introducing warning signs near the give way line on eastbound Tanner Street, warning drivers to look out for northbound cyclists on Tower Bridge Road.**

Signage at the junction has been considered and this has not been identified as being required at this stage. Street clutter is an important consideration as part of the streetscape and this situation will be monitored.

- 18. The junction should be designed to enable southbound cyclists wishing to make a two-stage right into Tanner Street.**

Southbound cyclists could make a left turn into Tanner Street and turn onto the eastbound stopline to access the western side of Tanner Street. A formal two-stage right turn facility is not possible owing to geometric constraints

- 19. Advanced Stop Lines should be included.**

A southbound ASL has been included in later design revisions to mitigate the left turn hook between cyclists and left turning traffic from Tower Bridge Road. Northbound ASL is not required in the absence of turning traffic.