

Elephant and Castle ‘Quick Wins’ to urgently improve cyclist safety at the Southern Junction

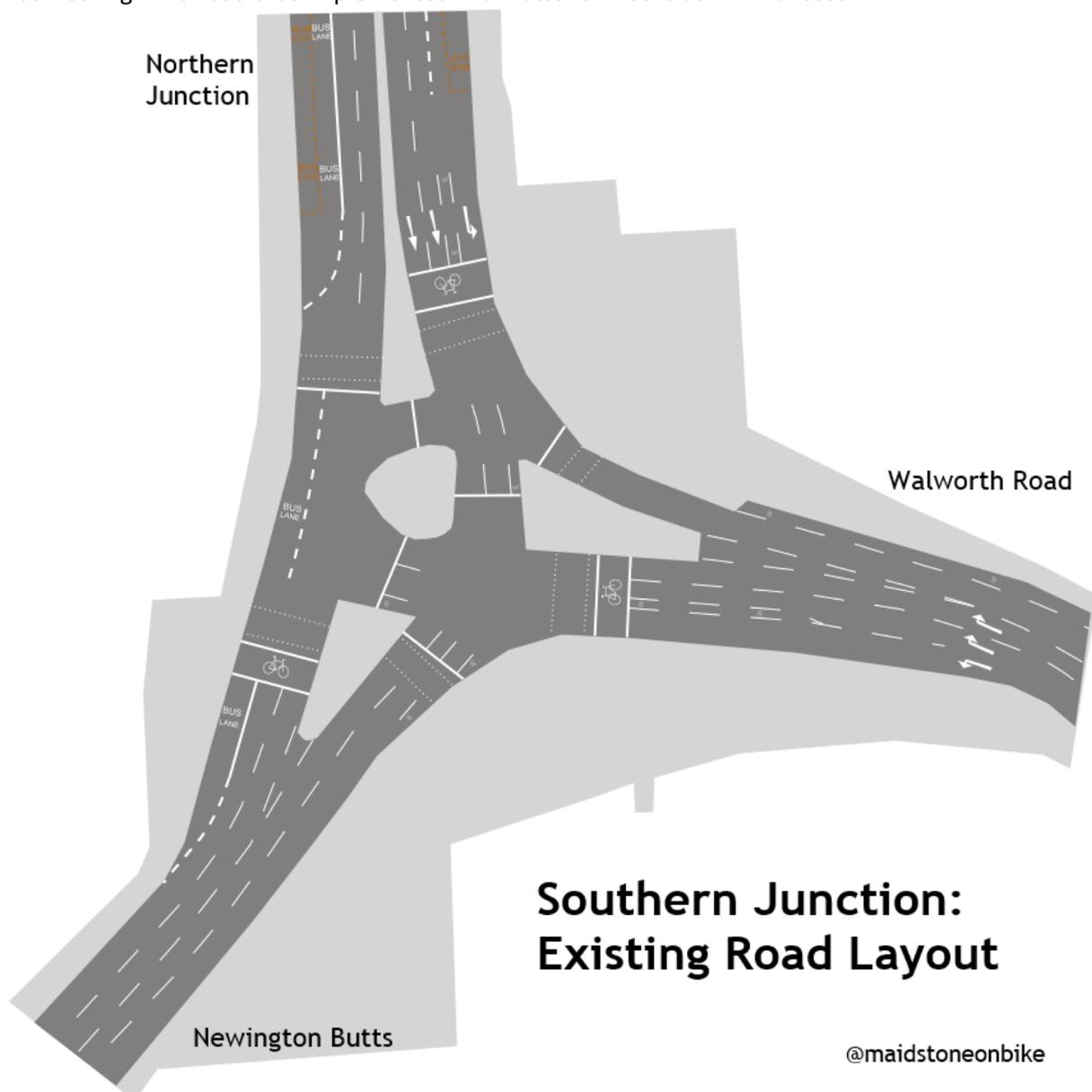
StopKillingCyclists.Org

The roads around Elephant & Castle are a notorious collision black spot. Following the recent fatality at the southern junction a protest was called to demand safer cycling in this location.

The junction is used by large numbers of cyclists of all abilities on roads which are subject to heavy traffic including buses and HGVs. The speed limit for the junction is 30 mph. The junction has some lanes for cyclists marked, however it is clear many drivers find this confusing, fail to follow the lanes indicated and turn across the areas cyclists are directed in to.

The potential for collisions inherent in the current design is obvious. In addition, many potential cyclists in the area will be put off by the hostile road conditions.

This report details a proposal to provide safe routes for cyclists to bypass the junction. These proposals are to be presented to Leon Daniels, managing director of surface transport at TfL, as something which could be implemented in a matter of weeks at minimal cost.



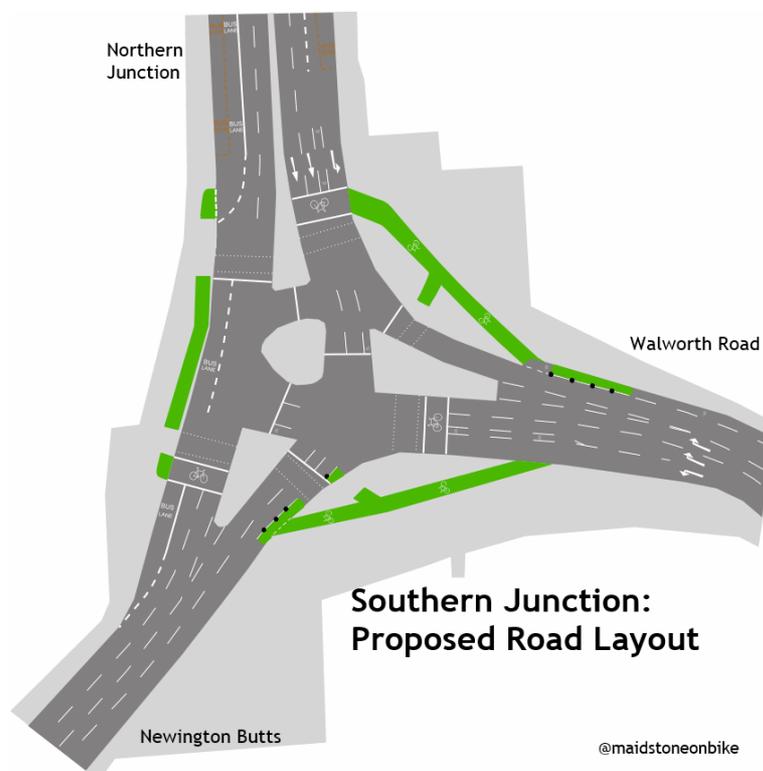
Key points:

- These proposals are designed to provide safe left turns avoiding traffic lights, while also allowing cyclists going straight/right the option of a safe route out of the traffic.
- The aim was to produce a scheme which was clear to users and consistent throughout. The three proposed bypasses all follow the same principle and have the same treatment.
- These works were developed to allow them to be implemented at the earliest opportunity. Works were limited to avoid remodelling of the junction and extensive changes.
- These 'Quick Wins' can only provide safe and convenient route for some cyclists using the junction. This dangerous junction needs extensive re-planning prioritise the safety of all road users including segregated cycle lanes throughout. The significant changes needed are likely to take time and the 'Quick Wins' improve safety for many cyclists in the meantime.

Overview of proposals

These proposals consist of three left turn bypasses avoiding traffic lights and away from the traffic. The bypasses are located on the existing shared use pavements with notional cycle path marked in green to guide cyclists through the junction. By using the existing pedestrian & cycle shared crossings it is also possible to make right turns in safety.

By using the bypasses cyclists would be able to avoid traffic lights and get through the junction quicker despite needing to slow down when crossing the shared space.



Routes:

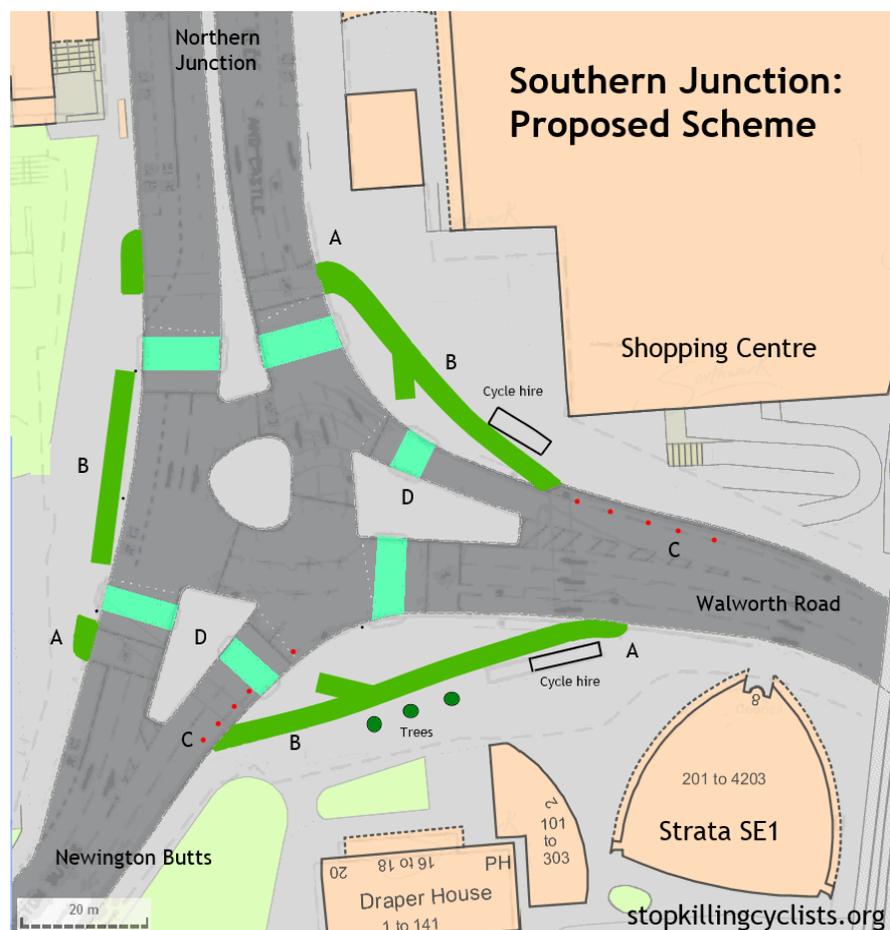
A) The cycle bypasses are entered through the existing dropped kerbs. These are located next to the Advanced Stop Zones, except on Walworth Road where it is approximately 25m from the stop line.

B) 1.6m wide notional cycle paths will lead cyclists along the bypass, painted green to clearly identify the suggested route. Where the routes cross the main pedestrian routes breaks in the lane are introduced to encourage sharing of the space.

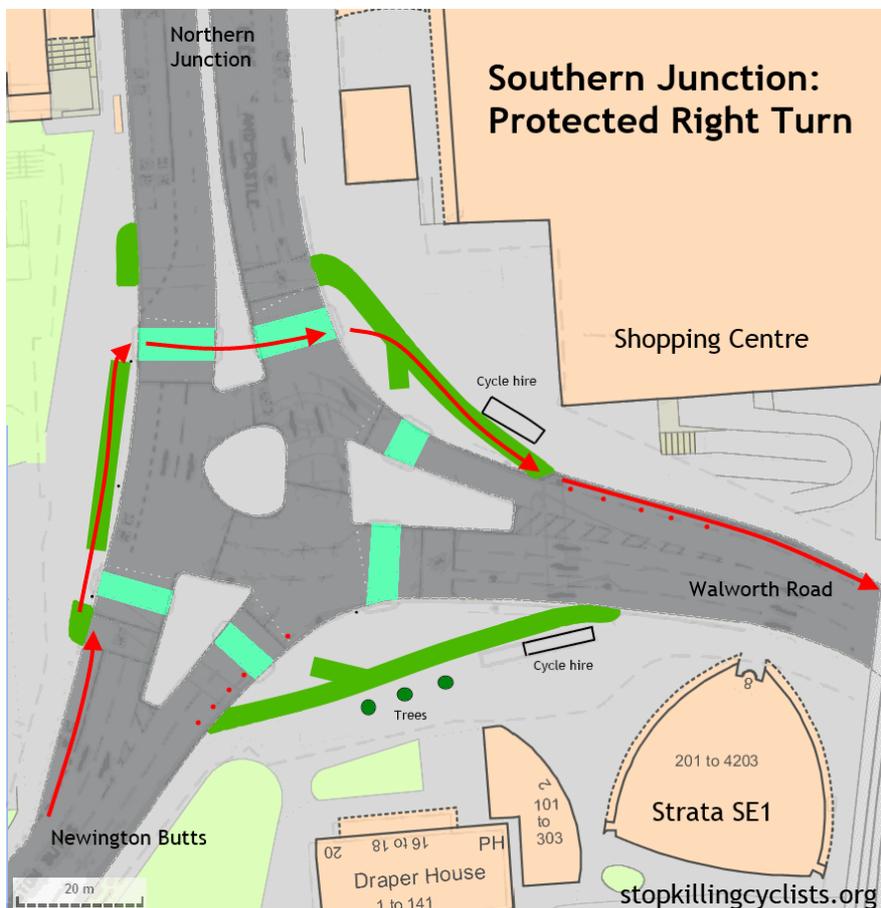
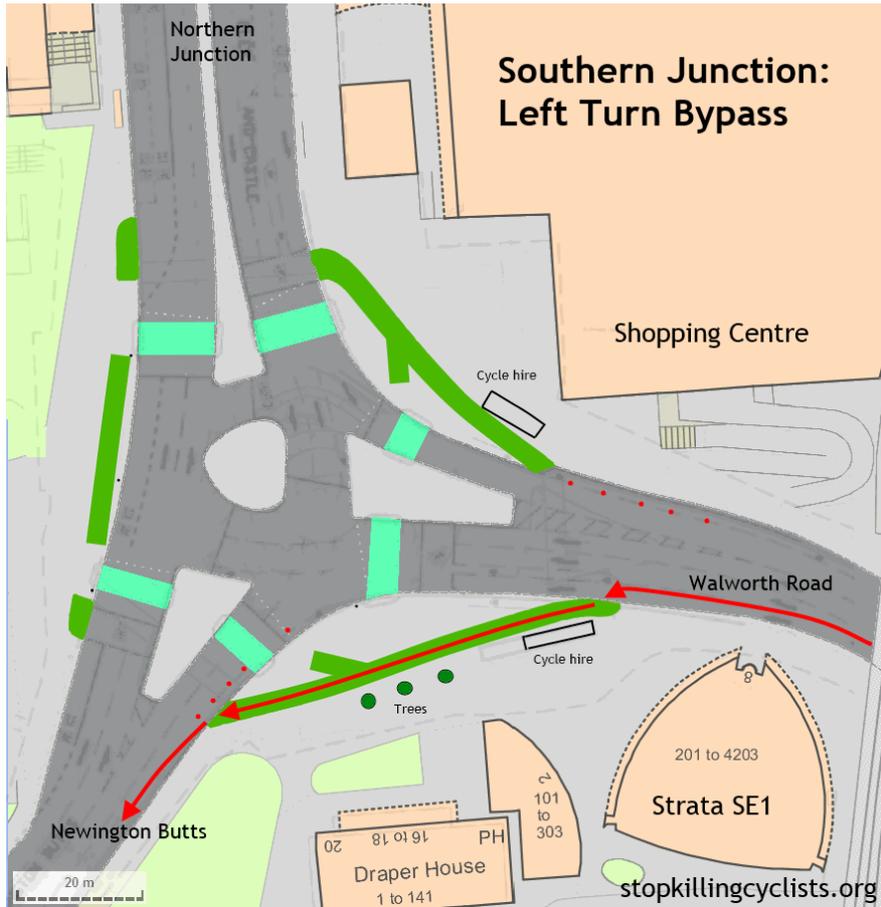
C) The cycle lane rejoins the road at existing dropped kerbs. In these locations cyclist will be merging with traffic/other cyclists and segregated space is introduced for two of the bypasses. Soft segregation is achieved using separators ('armadillos', 'wands' etc.) are introduced to protect the existing cycle lanes. These would be marked with green colouring to maximise driver awareness of the lanes. The traffic lights control for the junction will ensure there are plenty of gaps for cyclists to rejoin the road. For the bypass on the western side an area of segregated cycle lane is not possible with the current layout.

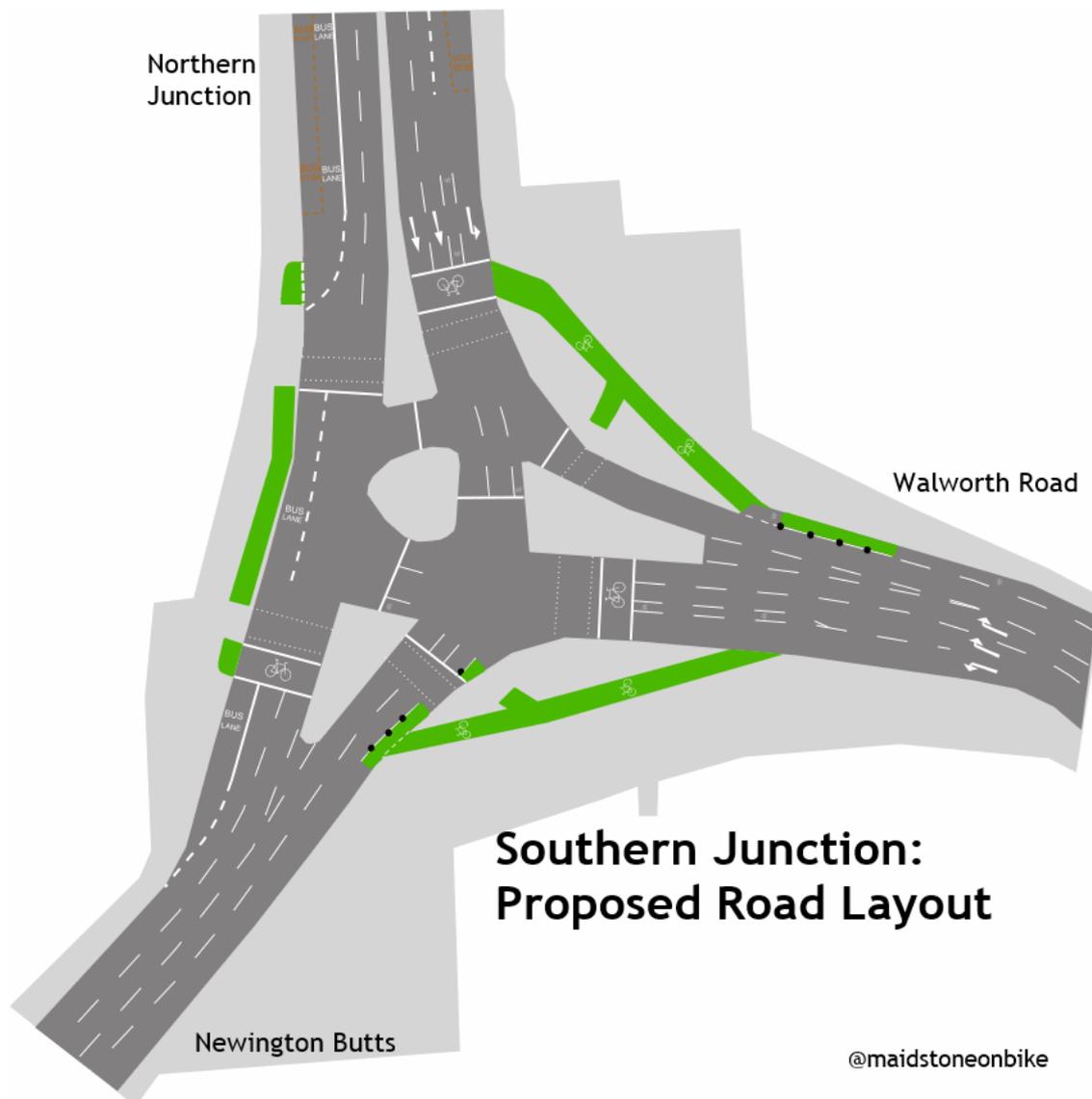
D) Short branches from the paths are marked to guide cyclists wanting to use the pedestrian & cyclist shared crossings in order to make a right turn.

Signs and prominent marking will be introduced to enable cyclists to use the bypasses even if they are not familiar with the layout. The entrances (A) will be marked with a blue sign saying "Cyclist's junction bypass for left turn" or similar. "Cycle Crossing" signs would be introduced on the existing shared pedestrian & bike crossings.



Examples:





This report identified simple measures which are urgently needed to improve cyclist safety at Elephant & Castle Southern Junction. Implementing the signs, lines and small number of separators we propose would be both straightforward, very cheap and, we consider, could be achieved in a week.

These measures need to be taken forward by TfL as a trial at the earliest opportunity. If successful this simple idea could be used on similar junctions around London and the UK to quickly improve the safety of cyclists and encourage people who are put off cycling by busy junctions.

TfL also need to start developing proposals for an extensive replanning of Elephant & Castle Southern Junction to put pedestrian and cyclist safety first, including segregated cycle lanes throughout.

TfL should also consider the need for separators to prevent drivers making left turns from the centre lane, running over the bike lane in between. This manoeuvre was observed twice within minutes of observing the junction.

Thanks to @maidstoneonbike for helping with the layouts. <http://stopkillingcyclists.org/>