

A Cycle Superhighway 4 Consultation Response

Better Bankside and Team London Bridge Business Improvement Districts (BIDs) represent over 1,000 businesses in central London. Team London Bridge covers the area between Tower Bridge and London Bridge along the Thames and south towards Bermondsey. The Better Bankside area encompasses London Bridge to the east, Blackfriars to the west and south of the river to Union Street. The proposed Cycle Superhighway 4 (CS4) will be used by many of the employees, visitors and residents in the area and, in particular, for commuters travelling from south east London.

Cycling is an important mode of travel for our local businesses and staff, and one that both BIDs are working to improve. Safe and direct cycle routes will enhance the cycling experience for many cyclists and encourage new people to cycle. The CS4 proposal supports objectives set out in the Mayor's draft Transport Strategy (MTS) for Healthy Streets to increase the number of people who travel sustainably on safe and well-connected cycling infrastructure. Both BIDs have responded supportively to the MTS in terms of concrete measures to deliver ambitious mode shift targets.

Better Bankside and Team London Bridge BIDs strongly support the aim to deliver the full CS4 route, ensuring a continuous route from Greenwich to London Bridge, and the City. Both BIDs support the indicative scheme design as it will provide additional cycling infrastructure for a large section of south east London, including along Jamaica Road and the Rotherhithe tunnel roundabout. However, there are a number of challenges of the proposed CS4 designs as outlined below.

Cycling infrastructure in this part of London is less developed when compared to other routes into central London. The scheme that is being consulted on focuses on a significant section of this route. In viewing this scheme in isolation, we are concerned that high levels of cyclists are being encouraged in to the area, without thought or provision for ongoing trips. This is of importance given the poor safety records on Tower Bridge Road, Tooley Street, Borough High Street and London Bridge. The majority of cyclists on this route would need to navigate this final section of route without adequate cycling provision and infrastructure.

As such, we would like to see a fully worked-up design for the whole CS4 route in the near future which takes into consideration onward cycling trips. Importantly, as London Bridge is used as a cycle route between the London Bridge / Bankside area and the City, we would like to see the CS4 route extended to include London Bridge. A fully developed CS4 design should complement the London Bridge station redevelopment – which should be a catalyst for onward cycling journeys into London - and other large-scale developments occurring within the London Bridge and Bankside area. Furthermore, CS4 must connect effectively with the new river crossing between Canary Wharf and Rotherhithe if progressed – a bridge which will surely increase cycling volumes in both directions of the CS4.

While bi-directional cycle infrastructure is not always the ideal option, we are supportive of the provision on this route given it will provide proper segregation along a major trunk road (Jamaica Road). We would like the design to ensure that there are safe access points and visible signage enabling cyclists to get safely and easily on to the route. This may involve working with Southwark Council to identify quiet routes that can help develop a wider and better-connected cycle network.



As the CS4 proposals progress, we encourage Transport for London (TfL) to install additional secure cycle parking along the route, including at residential locations and other large trip attractors, as well as using investment to add additional green infrastructure.

Better Bankside and Team London Bridge BIDs welcome the CS4 consultation and the standard of infrastructure being proposed. We would encourage TfL to ensure that a more comprehensive CS4 design is put forward to ensure that the proposed route be brought forward, as well as other adjoining routes to ensure ongoing cycle trips are afforded a well-connected, direct and safe cycle network in central London.

With regards,

Nadia Broccardo
CEO Team London Bridge

Peter Williams
CEO Better Bankside