

Lewisham Gateway

not fit for purpose

Modifications Urgent

(no impact on developer)

Safe H-Junction

Latest 'best practice'

better pedestrian facilities

smooths traffic flow

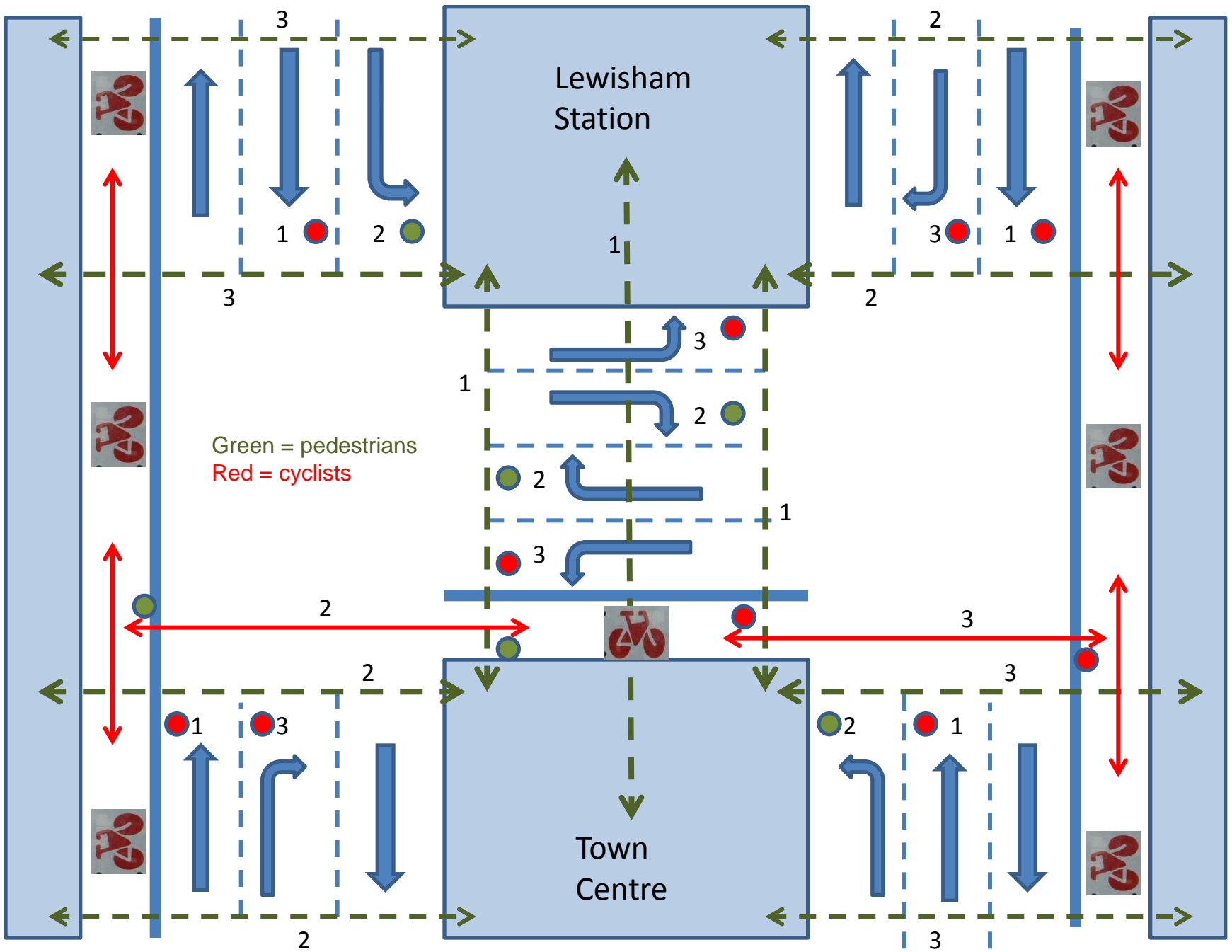
Lewisham H : 9 year old Design Defects

Current

- ❖ **Few crossings ; all 2 or 3-phase**
- ❖ Existing pelicans overloaded
- ❖ Redundant traffic lanes
- ❖ Mixed L/A/R lanes inefficient
- ❖ **High/Low flows get same time**
- ❖ No E-W cycle route (anywhere)
- ❖ Dangerous ASLs; not joined up
- ❖ **High risk left hooks (x4)**
- ❖ Multiple stops/starts delay drivers
- ❖ ***New toucan out of sync***

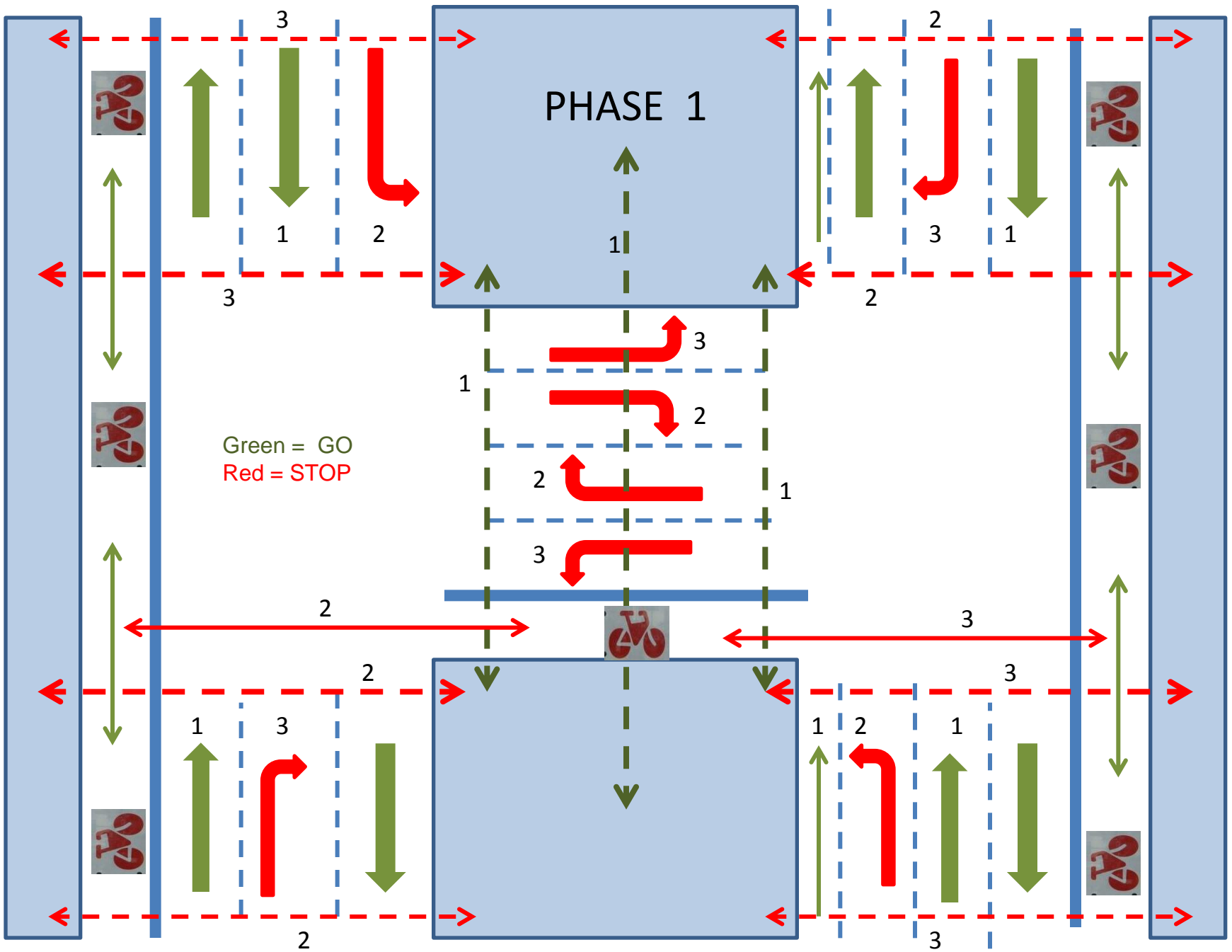
Proposed

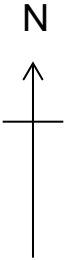
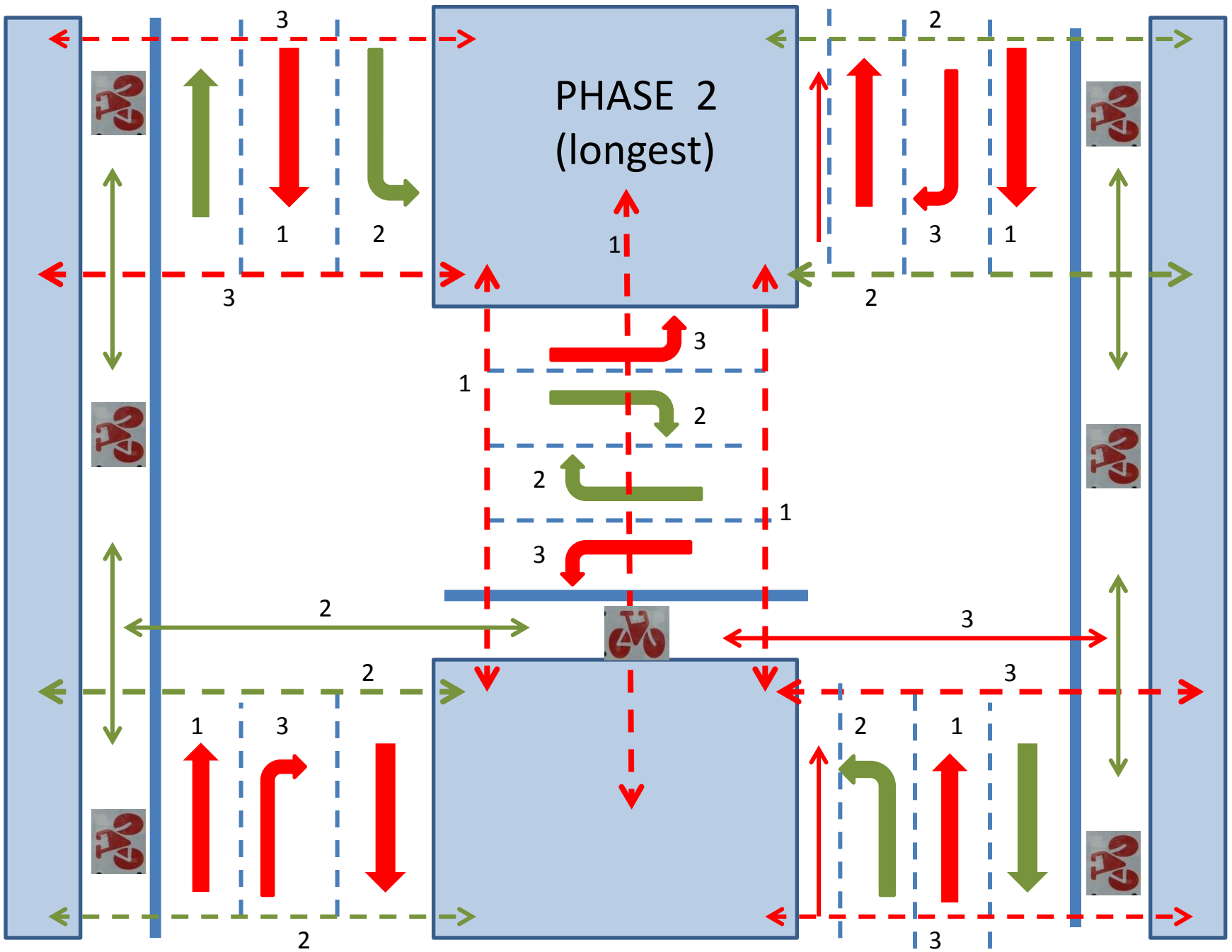
- ✓ Single phase ; Longer green
- ✓ **More pedestrian crossings**
- ✓ Less lanes ; Early separation
- ✓ L only / A only / R only
- ✓ **More time for A20 traffic**
- ✓ 2-way track S-side
- ✓ As Latest CSH Designs
- ✓ **No left / right hooks**
- ✓ Sync: Improved traffic flow
- ✓ ***Time sharing***



Notes on Detailed Design

- ✓ Upgrade crossings to shopping centre [direct 1-phase
 - Minimise ped.crossing distances [no islands
- ✓ Upgrade station access @ Glassmill [2-way cycling
- ✓ Synchronise crossings into centre / station
 - No impact on traffic flow [share same green time
- ✓ Dominant flow gets longer time [**A20E – A20W**
 - Two traffic lanes only on approaches [extra lane redundant
 - Single traffic lane only on each exit [space for cycle lanes
- ✓ Upgrade Cycle tracks: carriageway level [not on pavement
- ✓ N-bd Cycles on E-side need 1-way lane [not shown above
 - No impact on traffic flow ; ample space
- ✓ Scope should include nearby Junctions [esp. Thurston





PHASE 2
(longest)

1

1

2

3

1

3

2

1

3

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