



## **Response of the Road Haulage Association to Transport for London.**

### **“Cycle Superhighway 4 from Tower Bridge to Greenwich”.**

**17<sup>th</sup> November 2017**

#### **Background about the RHA**

1. The RHA is the leading trade association representing road haulage and distribution companies, which operate HGVs as profit centres. Our 7,000 members, operating near to 100,000 HGVs, range from single-truck firms to those with thousands of vehicles. These companies provide essential services on which the people and businesses of the UK depend.
2. We proactively encourage a spirit of entrepreneurship, compliance, profitability, safety and social responsibility. We do so through a range of advice, representation and services, including training.
3. We would like to thank Transport for London for the consultation and the opportunity to comment on the issues raised.
4. Please see the General Comments section below for RHA views on this consultation.

#### **General Comments**

1. The RHA has serious concern about the impact of the Cycle Superhighway 4 (CS4) on the this route. As CS4 will mainly be used during the morning and evening peak hours, there could be the ability for all vehicle use outside peak hours.
2. The removal of one lane at any point on the CS4 route will lead to increased journey times and result in higher pollution levels where this road width reduction takes place, the RHA consider this is undesirable.
3. We need consideration to be taken of the additional space that articulated Heavy Goods Vehicles require (2.55 metres wide and up to 18.55m long) when using the roads and junctions on CS4, where the carriageway width is reduced to 3 metres.
4. Loading bays along CS4 should have a waiting time of forty minutes, not the current twenty. This is to take account of the additional time taken when negotiating active cycle lanes and unloading articulated goods vehicles.
5. Loading bays must be level and level with the pavement so that wheeled baskets do not roll into either the road, or CS4.



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6. Deliveries, especially those made by vans, must have adequate parking in the vicinity of the delivery point. Failure to make this provision will result in increased traffic, resulting in more congestion.
7. Deliveries to Public Houses must have loading bays in the immediate vicinity of the cellar door.
8. Loading bays must be dedicated for the sole use of commercial vehicles only and sufficient loading bays to service local shops. To have laden HGV's driving aimlessly whilst waiting for a vacant loading bay will add to congestion and cause unnecessary pollution.
9. Rumble strips, previously tested on cycle lanes, should be installed on the approaches to loading bays to warn cyclists of an impending loading bay hazard and to take appropriate action.
10. Home deliveries - Reminder that deliveries are not only for businesses, there are a large number of home deliveries made every day. Need to ensure that home deliveries are possible.

17<sup>th</sup> November 2017

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