Transport for London are proposing a new layout for the junction at Elephant and Castle that they forecast will make it a more congested place for everyone who passes through there by however they travel. They also predict it to become more polluted near the flats of hundreds of people who live there because of more traffic spending longer travelling around their extended ring road. The London Cycling Campaign has slammed their proposal for failing to improve conditions for cyclists.

This proposal presents an alternative using Transport for London data on collisions, pedestrian flow. It has been developed from many hours of discussion with users, developers and transport engineers.

**Our 3 Key Design Principles:**
1. Consider the wider context of routes, places and plans that could be or will be put to better use.
2. Integrate the plans with the redevelopment of the Northern Line Station and Shopping Centre.
3. Maximise space available for all users to pass through safely and comfortably on their journeys.

**Errors by Transport for London:**
1. Ignore existing cycle routes and the potential for more in adjacent streets
2. Fail to take the opportunity for a better design that is only possible since the new owners of the shopping centre set out their intention for demolition.
3. Force a costly outdoor leisure space to be squeezed into the inner ring road.
4. Apply city dogma of filling in subways.

This Alternative Proposal redesigns almost every element of the junction and has an impact on adjacent streets as well by creating new safe routes and improving existing ones. Ring road traffic is kept moving at the roundabout but it and St Georges Road are narrowed to help safely and cleanly slow traffic without making it stop. Two new pedestrian crossings are created where they are most desired now. New segregated cycle lanes are created at Newington Causeway The cycle bypass is completed which CS7 and other routes have started. Four of the seven subways are renewed and three integrate directly into a new below-street underground station and new shopping centre. The three quietest subways are closed to pedestrians and used for other amenities.

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