



## **Streets and Walkways Sub (Planning and Transportation) Committee**

**Date:** MONDAY, 17 NOVEMBER 2014  
**Time:** 11.00 am  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

### **ADDITIONAL PAPER**

**Item 5c. Cycle Superhighways – The City of London Corporation’s Formal Response to Transport for London’s Public Consultation – Annex 2 (Final Version)**

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**Lunch will be served in Guildhall Club at 1pm**

**John Barradell  
Town Clerk and Chief Executive**

## **AGENDA**

- c) Cycle Superhighways - City's formal response to the public consultation - Annex 2 (Pages 1 - 2)

**Chairman of the Policy and Resources Committee**  
Mark Boleat



Mr Leon Daniels  
Managing Director, Surface Transport  
Transport for London  
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Date 12 November 2014

Dear Mr Daniels

### **North-South and East-West Cycle Superhighways**

As you may know, the City Corporation has requested further information on the proposals and the potential impacts which may affect the City of London and further afield. We have also requested for an extension to the consultation deadline so that our officers can review that information and inform us, the elected Members, accordingly. I note that you have given this some consideration and I am grateful that you have agreed to allow us until the 30<sup>th</sup> November 2014 to respond to the consultation.

### **The City's Response**

The City of London Corporation fully supports proposals to improve road safety and to provide better facilities to reflect a changing environment. We also support proposals for sustainable transport, measures to reduce pollution, improve public transport and the built environment.

Whilst we agree and support the principle of the Cycle Superhighways, we have considerable reservations about them as they currently stand. We are particularly concerned about potential adverse impacts on road safety (particularly to other vulnerable road users), pedestrian convenience, local access, network resilience and the knock-on impacts to the City's highway.

In light of the above and in response to your consultation I therefore submit our concerns to the N-S and E-W Superhighway proposals and request that you consider and adequately respond to the 13 points detailed below:-

1. Pedestrian wait times are not made worse at key locations. In some locations wait times need to be reduced. The locations include Ludgate Circus, Blackfriars junction and Upper Thames Street/Queen Street Place.
2. A maximum cycle time at traffic signals is set at no more than 88 seconds. At existing locations where cycle times already exceed this, they should be reduced.

3. Pedestrian crossings need to be simple, straightforward and useable. At Ludgate Circus, they need to be single stage crossings. In other locations, they should also ideally be single stage crossings. In addition, the design of Ludgate Circus in particular needs to be reviewed to clearly demonstrate improved safety for all road users.
4. Local access (or convenient and appropriate diversions) must be provided at a number of locations including at Shorter Street, Trinity Square and into Fish Street Hill (for traffic heading over the Thames).
5. Provide a pedestrian link along Puddle Dock to the new river pier at Blackfriars.
6. Redesign of Blackfriars junction to improve streetscape, remove confusion and improve safety for all road users.
7. Consider alternative design measures to ensure a resilient, road network and demonstrate how the network will accommodate planned and unplanned road works.
8. Any traffic management measure used by TfL does not increase traffic on the City's streets.
9. The pavements at Tower Hill are already too narrow to accommodate major events ( such as Tower of London poppies)
10. The cycling proposals do not prejudice the City's ability to implement current projects such as at Bank junction, Museum of London gyratory, Fleet Street and Ludgate Hill corridor; as well as projects associated with Crossrail.
11. Agree a process that will be used to manage traffic flows into and out of the City.
12. TfL and City officers work together to achieve an acceptable outcome. This may require changes in the process and governance that TfL has adopted up to now, an extension to the consultation deadline so that the further modelling information can be fully assessed, and the needs of building developments, special events and construction impact mitigation, and
13. If there are material changes, further public consultation is carried out.

I would also like to draw your attention to a further requirement. That is that the City Corporation will only consider supporting the future use of Castle Baynard Street for the E-W Cycle Superhighway on the condition that both the N-S and the E-W Cycle Superhighway proposals are agreed with the City prior to implementation.

Further background to the City's concerns can be found on the attached report to our Policy and Resources Committee document.

I hope that TfL will continue to work closely with City officers so that appropriate Cycle Superhighway measures can be implemented that are beneficial to both cyclists as well as other street users.

Yours sincerely



**Mark Boleat**  
**Chairman of the Policy and Resources Committee**