

Chairman, Policy & Resources Committee

Mark Boleat

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Date

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 your officers are giving this some consideration, however, as it currently stands, we must work to the current deadline of the 9th November 2014 so this letter sets out the City Corporation's formal response to the public 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.
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 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.
10. Agree a process that will be used to manage traffic flows into and out of the City.
11. 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.
12. If there are material changes, further public consultation is carried out, and
13. The City Corporation will support the future use of Castle Baynard Street for the E-W Cycle Superhighway on the condition that the N-S 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, Policy & Resources Committee