

Committee(s)	Dated:
Streets & Walkways Sub Committee	22 nd June 2015
Subject: Museum of London Roundabout - Road Danger Reduction Measures – Monitoring Outcome	Public
Report of: The Director of the Built Environment	For Decision

Summary

On 20th October 2014, Members approved a scheme to change the size and layout of the London Wall/Aldersgate Street roundabout to improve road safety. The changes were introduced on a trial basis and if successful, could be made permanent.

On 6th December 2014, road markings were implemented to commence the trial. Monitoring of the trial has been quite extensive. As soon as the trial commenced there were long delays on the London Wall westbound approach so on 14th February, two traffic lanes were reinstated. This restored journey times and queue lengths to previous levels without compromising the main objective of improving road safety on the roundabout.

On 23rd February 2015, Members considered the results of the monitoring and approved a three month extension of the trial before deciding whether to make the changes permanent.

Since the reinstatement of the two traffic lanes on London Wall, the trial measures have been working very well. Vehicles are observing the trial road markings and the perceived concern regarding cyclists being “squeezed” in the roundabout has diminished now that the traffic cones have been removed. The monitoring has also shown that the cycle lanes are well used by cyclists and there have been no collisions since the start of the trial. It is therefore recommended that the trial be made permanent.

The new lighting installed in March 2015, has significantly improved the lighting levels and reduced the impact of the rapid light/dark transition under the highwalks at the roundabout.

Recommendation(s)

Members are asked to:

- Note the outcome of this trial and agree to make the trial permanent.
- Note the permanent lighting improvements at the roundabout

Main Report

Background

1. On 20th October 2014, Members approved a trial scheme to improve road safety at the London Wall/Aldersgate Street (Museum of London) roundabout given that in the last 3 years, there have been 14 collisions resulting in injuries. The majority of the injuries (9) were to cyclists. The new measures consist of road markings and lighting improvements.
2. On 6th December 2014 the trial layout was introduced. The new layout reduced the number of approaching traffic lanes from two to a single lane on all arms of the roundabout as well as reducing the circulatory area of the roundabout. However, longer westbound traffic delays were experienced than originally envisaged with peak period journey times from Moorgate taking in excess of 10 minutes. As a result, on 14th February 2015, the London Wall westbound approach was restored back to two traffic lanes and both the left filter cycle lane and exit feeder cycle lane into Aldersgate Street (south) removed.
3. On 23rd February 2015, Members considered the monitoring results of the trial which was largely successful. This monitoring did not include the effects of the reinstatement of the two lanes on London Wall and therefore Members agreed to a further three months of the trial before deciding whether to make the trial changes permanent.

Current Position

4. The trial measures have been in operation since 6th December 2014. Since then and following officers' observations, a number of amendments (such as road markings, traffic cones and signage) have been made to refine the scheme's operation and effectiveness.
5. The lighting improvements under the highwalks at the roundabout were completed in March 2015. This has significantly improved the lighting levels and reduced the impacts caused by the rapid light/dark transition.
6. Also in March 2015, all remaining traffic cones were removed to reflect the permanent layout for monitoring.
7. Monitoring of the current trial layout (two traffic lanes restored on London Wall) has been undertaken. Further details are provided below. A plan of the current trial layout is included in Appendix A.

Monitoring

8. From the initial monitoring, two main issues were identified.
 - i. Delays on London Wall and,
 - ii. The perceived concerns regarding cyclists being "squeezed" in the roundabout

Since the London Wall approach to the roundabout was restored back to two traffic lanes, site observations have shown that the scheme is now working very well without any further traffic implications.

9. Queue lengths on the London Wall westbound approach have returned back to previous levels (approximately ten vehicles during peak times). As the London Wall approach is now operating with the nearside lane as a left turn only and the offside lane as a right turn only, there is also less motor vehicle conflict taking place.
10. Cyclists now mix with all traffic (as was prior to the trial scheme) and although this does not provide a separated cycle route, the change has provided a better overall balance for all users using this area.
11. Officers have sought further feedback from cyclists about the perceived concerns but the interest was very limited and opinions mixed. In summary, one comment from the cycling community supported the tightening of the roundabout's geometry to reduce vehicle speeds, three comments criticised the trial for only separating cyclists from motorists at certain sections and a further comment supported the trial.
12. Officers have also continued to monitor how cyclists and motor vehicles use the roundabout and are content that the layout is wide enough to allow motorists to overtake cyclists without "squeezing" them.
13. The remainder of the scheme continues to work very well including the compliance of the road markings without the need for traffic cones, and the cycle lanes provided are very well used by cyclists.

Conclusion

14. The changes made to the trial layout have resulted in a successful scheme with no or negligible additional traffic implications.
15. The lighting works have significantly improved the illumination which has reduced the impact of the rapid light/dark transition.
16. The main objective of the scheme is to improve road safety and from the initial monitoring that has been carried out, officers are confident that these changes will achieve this objective. It is therefore recommended that the revised layout be made permanent.

Appendices

- Appendix A – Trial layout plan

Background Papers

Museum of London Roundabout – Proposed Road Danger Reduction Measures
(Streets & Walkways Sub Committee, 20th October 2014)

Museum of London Roundabout – Proposed Road Danger Reduction Measures –
Monitoring Report (Streets & Walkways Sub Committee, 23rd February 2015)

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