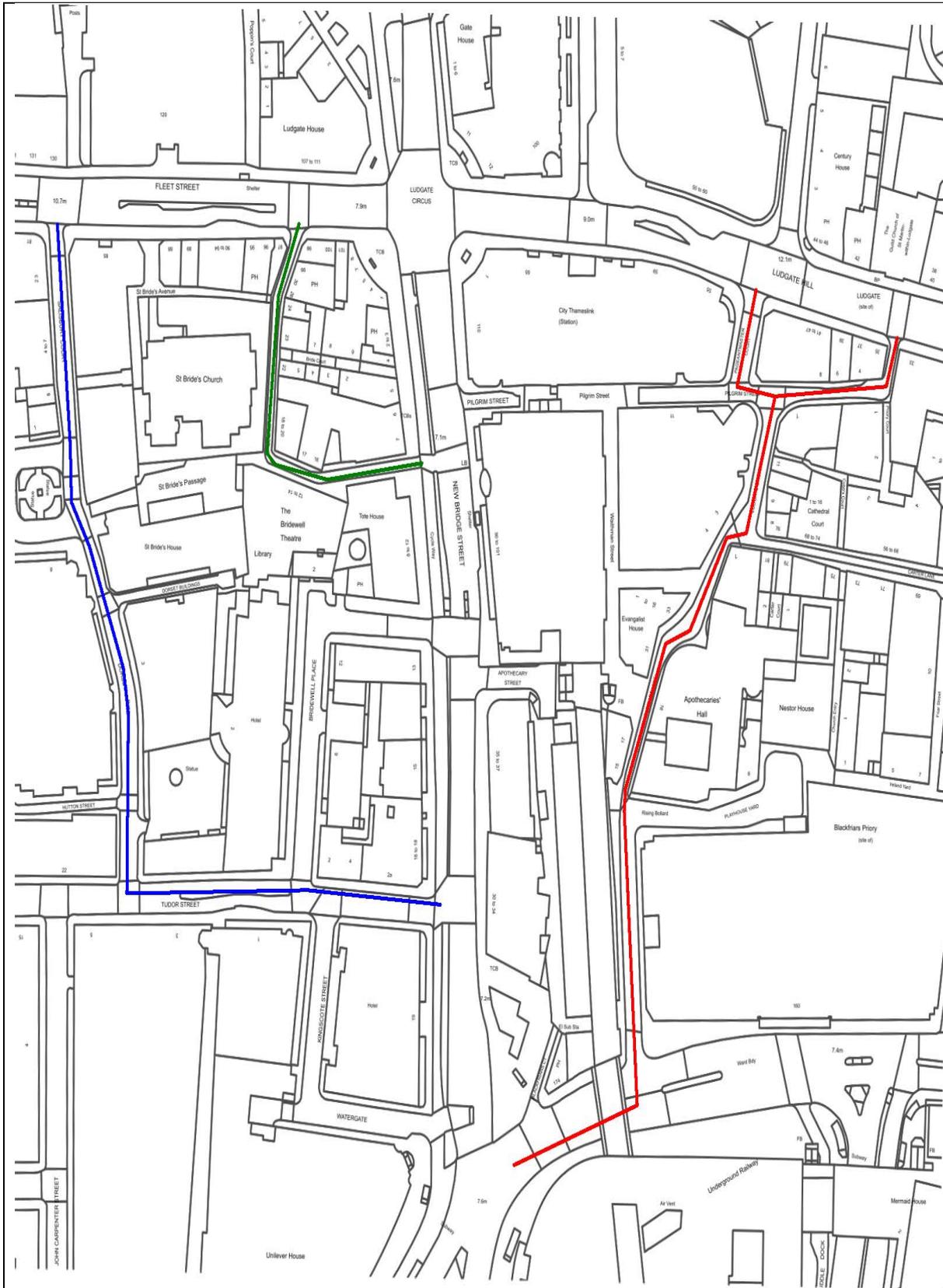


Appendix 2



Alternative routes to the North-South Cycle Route

10/11/2020 GDL

Appendix 3

Ludgate Circus Experimental Turn Restrictions

Introduced on 14 December 2019 – Consultation ends 15 June 2020

Ludgate Circus Experimental Turn Restrictions		
Date: 6 January 2020	Name: [REDACTED]	Address: [REDACTED]
<p>Comments:</p> <p>I would like to register my objection to the experimental traffic order scheme at Ludgate Circus. I work nearby and use the junction daily as a pedestrian and as a cyclist.</p> <p>The banning of left turning motor traffic from Ludgate Hill into New Bridge St is sensible, as this removes a tight and dangerous movement in an area of high pedestrian use.</p> <p>The banning of the cycle movement from Ludgate Hill to Cycleway 6 Southbound is not sensible, as there is no alternative to this movement, and it is well-used by cyclists. Having spoken to both City Police officer and a TfL representative on site at the scheme opening, neither was able to advise me of a safe alternative cycle route to go from Ludgate Hill to the southbound cycleway. While the removal of the 'left hook' danger for cyclists is welcomed, the effect is also to reduce access to the cycleway. The scheme could be modified to reinstate the cycle left turn, with the pedestrian green time returned to the all-red phase, which is simpler to understand at this complex junction.</p> <p>I look forward to a modified version of the scheme being introduced in the future.</p>		
<p>Responses:</p> <p>An alternative route to join the Cycleway C6 from Ludgate Hill would be via Fleet Street, Salisbury Court, Dorset Rise and Tudor Street. Currently there is a prohibition on eastbound traffic in Tudor Street due to utility works. Another, shorter, alternative route exists via Bride Lane. In addition, Blackfriars Lane can be used by cyclists to reach Queen Victoria Street from Ludgate Hill and thence join Cycleway 6 at Blackfriars Bridge to continue southbound.</p>		
Date: 6 January 2020	Name: [REDACTED]	Address: [REDACTED]
<p>Comments:</p> <p>I am writing not only as a Transport Modeller by profession, but as a commuting cyclist who is extremely concerned over the recent unsafe experimental changes made to the A201 Ludgate Circus junction.</p> <p>Due to the nearby location of my office, I am also regularly a pedestrian at this junction. I am fully in support of the widening of the pavement for improved pedestrian safety and do understand the need for the ban on left-turning vehicles from Ludgate Hill onto New Bridge Street. However, banning the left-turn movement for cyclists on Cycle Superhighway 6 (CS6) from Ludgate Hill and the</p>		

changes made to pedestrian signalling means that there is no longer a safe way for cyclists to access CS6 from Ludgate Hill.

I have outlined the three key issues below:

1. No diversion signs have been provided for cyclists to use an alternative route to access CS6 from Ludgate Hill travelling southbound.
2. There have been no provisions made to ensure that a left-turn can be made safely in two stages.
3. Consequently, the only apparent way to join CS6 travelling southbound from Ludgate Hill is for a cyclist to dismount, cross with pedestrians and then remount in the middle of an already overcrowded cycle lane during peak hours. If multiple cyclists need to do this, not only will the pavements be crowded with bicycles, but additional congestion will be created on CS6 whilst cyclists remount their bikes. This is clearly not a safe or suitable solution.

Furthermore, your website states that "vehicle counts showed that the number of vehicles turning left from Ludgate Hill is low and can be accommodated on other routes", however it is clear to me that no consideration has been made towards the number or safety of cyclists at this junction, which is completely unacceptable. Banning the left-turn for cyclists is not a solution to pedestrians crossing during the 'red man' phases, and certainly should not be implemented at the expense of cyclists' safety.

Please could you explain what measures are going to be put in place to protect the safety of cyclists who need to join CS6 from Ludgate Hill to travel southbound, or what alternative safe routes cyclists are able to take to access CS6 in the southbound direction.

Responses:

In the design process for this experimental scheme consideration was given to exempting cycles from the prohibited left turn from Ludgate Hill into New Bridge Street. In order to exempt cycles it would be necessary to introduce "internal stop lines" i.e. additional stop lines within the junction on both the main carriageway of new Bridge Street and the Cycleway. Such an amendment would require construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. We identified that it would not be possible to safely provide the island and a safe place for cycles to wait at the stop line. Moving the pedestrian crossing further to the south is unfortunately not feasible due to the physical constraints of the location.

We identified an alternative route for cyclists to follow to join the Cycleway C6 which from Ludgate Hill would be via Fleet Street, Salisbury Court, Dorset Rise and Tudor Street. Currently there is utility works in Tudor Street which prohibits eastbound traffic and therefore the decision was taken not to sign that route. Another, shorter, alternative route exists via Bride Lane. In addition, Blackfriars Lane can be used by cyclists to reach Queen Victoria Street from Ludgate Hill and thence join Cycleway 6 at Blackfriars Bridge to continue southbound.

Date: 11 June 2020	Name: [REDACTED] Sustrans	Address: [REDACTED]
Comments: <p>We support the changes to vehicle restrictions from Fleet Street. However, it should be investigated whether cycles can be exempt from the banned turn, improving connectivity to cycleway 6.</p> <p>We support the new banned left turn from Ludgate Hill, but request that cycles be exempt, to enable people cycling to join cycleway 6. Banning the left turn from Ludgate Hill for cycles will either result in non-compliance, in people cycling using the green phases or in those on bikes using some of the narrow parallel streets, creating potential conflict with people walking.</p> <p>We support the extended pedestrian phase.</p> <p>In light of covid-19, we ask pedestrian and cycle phases be further extended, allowing space for social distancing. We also ask the pedestrian and cycle green phases be introduced by default in all cycles, without the need for users to push the associated buttons.</p>		
Responses: <p>In the design process for this experimental scheme consideration was given to exempting cycles from the prohibited left turn from Ludgate Hill into New Bridge Street. In order to exempt cycles it would be necessary to introduce "internal stop lines" i.e. additional stop lines within the junction on both the main carriageway of new Bridge Street and the Cycleway. Such an amendment would require construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. We identified that it would not be possible to safely provide the island and a safe place for cycles to wait at the stop line. Moving the pedestrian crossing further to the south is unfortunately not feasible due to the physical constraints of the location.</p> <p>TfL identified a potential alternative route for cyclists to follow to join the Cycleway C6 which from Ludgate Hill would be via Fleet Street, Salisbury Court, Dorset Rise and Tudor Street. Utility works in Tudor Street prohibited eastbound traffic and therefore the decision was taken not to sign that route. Another, shorter, alternative route exists via Bride Lane. In addition, Blackfriars Lane can be used by cyclists to reach Queen Victoria Street from Ludgate Hill and thence join Cycleway 6 at Blackfriars Bridge to continue southbound.</p> <p>Since the start of the COVID pandemic the traffic signal cycle time has been altered here to reduce the amount of time that pedestrians have to wait to cross the junction. This has been made possible because of the reduction in traffic passing through Ludgate Circus.</p>		
Date: 14 November 2019	Name: [REDACTED]	Address: CoL Access
Comments: No objections		

Responses:

Noted

Date:

5 February 2020

Name:

[REDACTED]

Address:

Pedal Me

[REDACTED]

Comments:

Bike Taxi Limited (trading as Pedal Me) would like to object to the experimental traffic order at Ludgate Circus. Our reasoning is:

Cycleway 6 is a main cycle route, with alternatives meaning our staff have to take routes on busier roads without segregation, reducing their safety at work

We use Ludgate circus as a stationing point for staff who currently do not have jobs. The banned turn increases the time it takes us to get to on demand jobs

Responses:

The measure introduced provides substantially more time for pedestrians to cross New Bridge Street and eliminates conflicts with cyclists and pedestrians that previously occurred with traffic turning left from Ludgate Hill into New Bridge Street. Alternative routes from Ludgate Hill into New Bridge Street exist, the nearest being Bride Lane which has been made "No Motor Vehicles Except for access", a route that is only 105 metres longer than if turning directly left into New Bridge Street. It has been observed that "Pedal Me" stations riders on the north east corner of Ludgate Circus i.e. the opposite side from the cycleway. It is suggested that Pedal Me could station staff who are not currently working on the side of Farringdon Street adjacent to the cycleway for direct and quicker access to it.

Date:

12 November 2019

Name:

[REDACTED]

Address:

LCC

[REDACTED]

Comments:

While we fully support improvements for safety for pedestrians at this currently too dangerous junction, the improvements proposed will risk increasing cycle-pedestrian conflict and reduce cycling facilities in the area. Instead, more should be done at this location for those walking and those cycling, at the expense of general motor traffic if necessary, in keeping with the City of London's Transport Strategy.

That the current proposals go directly against the City and Mayor's own transport strategies is not just a concern regarding this scheme, but demonstrates a worrying drift away from the policies both the City of London and TfL profess to be enacting. Unless more can be done to ensure schemes like this prioritise walking, then cycling, above public transport and then freight, then private motor transport, it is unlikely either strategy will be realised.

The current proposals go against the City of London's own transport strategy and the Mayor's Transport Strategy on Vision Zero, Strategic Cycling Network and transport hierarchy policies.

On the transport hierarchy, it is notable that the scheme provides turns for a bus route that is only in operation approximately twice an hour through the night, but not for cycling for all 24 hours. In the transport hierarchies both the City and Mayor have produced, cycling should be a higher priority to enable than public transport.

The City of London's "Proposed core cycling network" includes both Fleet Street and Ludgate Circus as to receive improvements "by 2035". Similarly, TfL's Strategic Cycling Analysis highlights both roads as on a corridor of "highest potential" for cycling in the Strategic Cycling Network. It is therefore totally inappropriate to advance a scheme that not only benefits buses above cycling, but creates barriers to those cycling in the area.

It is also worth highlighting in this context that while it is absolutely vital that City of London and TfL deal with the ongoing patterns of serious and fatal injuries to pedestrians at this location, the roads east and west of here also continue to see serious injuries to those cycling also, that this scheme does not even begin to prioritise or address.

The proposals are particularly problematic for those cycling turning from Ludgate Hill onto New Bridge Street. There are simply not good quality routes available as an alternative nearby. And the proposal seeks to make no mitigation to those cycling in such a direction (or to those turning right from Fleet Street either).

There is nothing in the consultation material to indicate any efforts to accommodate or even consider cycling turns onto the north-south Cycle Superhighway CS6 southbound. LCC suggested to TfL staff in September 2019 that two-stage (left and right) turn designs could be utilised here. That approach does not appear to have been considered at all, judging by these materials.

Failing to provide high-quality, convenient alternatives, or clear measures to enable such turns at the junction for cycling, it is likely many of those cycling here will continue to make the turns now banned for them. This will likely create enforcement issues that could and should be avoided, and/or likely increase pedestrian-cycle conflict unnecessarily.

Responses:

The experimental changes implemented introduced significant benefits for pedestrians crossing New Bridge Street whilst having hardly any impact for cyclists. Alternative routes for cyclists exist, including the nearby Bride Lane which is free of motor traffic (except for access), which can be used for cyclists turning left from Ludgate Hill via Fleet Street or right from Fleet Street to access the Cycle Superhighway southbound. The popular Cycle Superhighway was introduced by TfL to provide huge benefits to cyclists by providing a cycleway separated from general motor traffic by allocating highway space solely for cyclists.

The experimental measure was introduced directly to reduce the risk to pedestrians and cyclists at this junction and therefore supports policies of casualty reduction,

vision zero and encouraging active travel. Night buses can be accommodated in turning right from Fleet Street with very limited impact to pedestrians because at night there are far fewer pedestrians waiting to cross.

The scheme introduced at Ludgate Circus is intended only to address the issues of risk and collisions at the junction and was not intended to address issues outside of the scheme extents.

In the design process for this experimental scheme consideration was given to exempting cycles from the prohibited left turn from Ludgate Hill into New Bridge Street. In order to exempt cycles it would be necessary to introduce "internal stop lines" i.e. additional stop lines within the junction on both the main carriageway of new Bridge Street and the Cycleway. Such an amendment would require construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. TfL identified that it would not be possible to safely provide the island and a safe place for cycles to wait at the stop line. Moving the pedestrian crossing further to the south is unfortunately not feasible due to the physical constraints of the location.

TfL will investigate what further can be done to sign the alternative routes that cyclists can take in order to reduce the risk of cyclists disobeying the banned left turn.