

St Paul's gyratory public consultation:

Design team responses to consultation feedback (highway design option 1/1A)

Comments	Officer response
<p>Bus stop bypass. Safety concerns due to the need to cross the cycle path to access the bus stop.</p>	<p>The proposed bus stop bypass routes the bi-directional cycle track behind the bus stop on St Martin's Le Grand, to allow for the safe passage of people cycling northbound and southbound without mixing with motorised traffic through the junction of St Martin's Le Grand/Newgate Street/Cheapside. This proposed design also facilitates an efficient method for traffic signal control which minimises the impact on bus journey times, compared against alternative options that were explored using protected one-way cycle tracks on either side of St Martin's Le Grand.</p> <p>This physical layout requires that the path of those people cycling and those people boarding and alighting buses will need to cross, leading to new interactions between them. The bus passengers will need to cross the cycle track to get to or from the bus stop. The current design proposes that the crossing point is raised so that there is a flush crossing for the bus passengers and that those people cycling will use a ramp. It will also be a controlled Zebra crossing with Belisha beacons and tactile paving.</p> <p>The bus stop bypass design has been discussed with potential users, particularly groups representing those with a visual, mobility or cognitive impairment who may be put at a disadvantage by having to cross a cycle track to access a bus stop. The feedback received has been valuable in informing the final design. For example, TfL have been asked to assess whether traffic signals would be appropriate at this location.</p> <p>TfL Buses were asked if they would consider the removal of a southbound bus stop on St. Martin's Le Grand (rendering the bypass unnecessary) and were clear that they would not support this due to the</p>

	<p>increased distances between the adjacent stops to the north and south.</p> <p>The bus stop bypass is considered to be a safe way to provide protected cycle facilities on St. Martin's Le Grand without impacting on bus journey times.</p>
<p>Changes to vehicle routes: Several comments were received regarding the impacts of changes to vehicle routes.</p>	<p>The plans for the creation of a new 3,000sqm public space and the partial removal of the 1970's St Paul's gyratory, involve closing the bottom of King Edward Street, and installing a two-way traffic system on Newgate Street and St Martin's Le Grand.</p> <p>The scheme has attempted to balance the needs of all road users, whilst considering the road user hierarchy used by the City of London and TfL. The highway network has been designed primarily to minimise impacts on bus journey times, and to allow access for motor vehicles where needed (for example St Bart's Hospital). This will require changes to all vehicle routes in some way, and some journeys will be a little shorter and some slightly longer.</p> <p>As traffic modelling progresses, traffic signal timings will be revised to optimise the flow of traffic and minimise any predicted delays as much as possible.</p> <p>The forecasted journey time impacts are relatively minor vs the public benefit of the new space and the improvements for people who are walking and cycling in the area. Therefore the proposed vehicle routes changes and their impacts are considered to be acceptable.</p>
<p>Montague St bus stop: Concerns about the relocation of this bus stop to King Edward Street.</p>	<p>The project proposes to change the current bus stand on King Edward Street to a bus stop to better serve the main entrance to Bart's hospital. This proposal is supported by the hospital. As a result, it is proposed to remove the existing bus stop on Montague Street as</p>

	<p>bus routes 4, 56, 76 and 100 would serve the stop on King Edward Street.</p> <p>The proposed design results in more bus routes being able to stop closer to the main hospital entrance, but walking distances to the King Edward Street bus stop will be slightly longer for those passengers who previously used the stop on Montague Street.</p>
<p>Coach parking: Concern regarding the removal of coach parking bays within the project area.</p>	<p>Eight coach parking bays were located within the project area but on two have been available since February 2022 due to redevelopment of 81 Newgate Street. Option 1A proposed the provision of two coach parking bays on Angel Street, equal to what is on the ground at present.</p> <p>Surveys undertaken in March and July 2023 showed that whilst on-street coach parking provision across the Square Mile was operating close to capacity, there was surplus space in the Tower Hill coach park.</p> <p>The Transport Strategy team will shortly be undertaking a review on the future of on and off-street coach parking across the Square Mile, taking into the account the reduction of on-street provision within the project area and the importance of this mode of travel in promoting tourism.</p>
<p>Concern expressed about the proposed relocation of the route 100 bus stand to Giltspur Street.</p>	<p>The proposed road layout means that bus route 100 would no longer be able to access a bus stand in King Edward Street.</p> <p>The current bus stand on King Edward Street would be converted to a bus stop to provide a stop closer for more bus routes to use (and therefore passengers) to access the main entrance to St Bartholomew's Hospital.</p> <p>It is instead proposed to relocate the bus stand for the route 100 to Giltspur Street (a measure supported by Bart's hospital)..</p>
<p>Concern about how blind and visually impaired people can safely cross at side road raised tables, and will they</p>	<p>Side road entry treatments in the form of raised tables are proposed on Albion Way and Little Britain at its junctions with</p>

<p>potentially disadvantage cyclists who use adapted cycles, due to the ramp.</p>	<p>Montague Street, King Edward Street and Aldersgate Street.</p> <p>Side road entry treatments provide a flush surface for people walking across the road and vehicles encounter a ramp that is designed to make them slow down.</p> <p>The raised tables will cross the whole roadway and there will be tactile paving either side of the raised tables. The raised tables will be gradually sloped to ensure they are suitable for adaptable cycles.</p>
<p>It's important that both taxi bays and pick up / drop off bays aren't relocated further away from key locations, as some mobility - impaired people or wheelchair users may not be able to walk or wheel very fast or further. It was suggested that the bays should not be relocated any further away from key locations and should preferably be relocated closer to them if possible.</p>	<p>The proposals re-locate the current taxi rest bays on Angel Street and St. Martin's Le Grand to the south side of Gresham Street. This is a prominent location close to the junction with St. Martin's Le Grand.</p> <p>It should be noted that these are short stay rest bays for licenced black taxis, not taxi ranks.</p>
<p>In general, the proposed changes are welcome, and will have a positive impact for people walking, wheeling and cycling.</p>	<p>Noted</p>
<p>We particularly welcome the new protected cycle infrastructure proposed for St Martin Le Grand and Newgate Street and the pedestrianised stretch of King Edward Street.</p>	<p>Noted</p>
<p>How will cycle lanes be segregated? A physical separation would be much better than wands.</p>	<p>Where possible, kerbs and small islands will be used to create as much distance as possible between the main traffic and cyclists. However, where this is not possible, due to limited road space, wands or an alternative feature may be used.</p>
<p>Wherever the cycle docking station for hire bikes is relocated to, make sure it's well away from any pedestrian crossing.</p>	<p>Noted</p>
<p>More needs to be done to reduce motor traffic in the area, as the scheme still prioritises the flow of motor vehicle traffic. It leaves room in places for</p>	<p>The scheme has attempted to balance the needs of all road users, whilst considering the road user hierarchy used by the City of London and TfL. The highway network</p>

<p>continuing traffic domination and danger and will still effectively be a gyratory. Prioritising motor traffic may also result in long wait times for people cycling at red lights, leading to some people cycling on the carriageway instead of the protected cycle lanes.</p>	<p>has been designed primarily to minimise impacts on bus journey times, and to allow access for motor vehicles where needed (for example St Bart’s Hospital). Both City of London and Mayoral policy seeks to reduce motor vehicle trips. As this happens the traffic signal timings can be adjusted to allow buses to proceed with undue delay, as well as reducing wait times for people walking and cycling.</p>
<p>Concern that the bi-directional track on St Martin Le Grand will be confusing and non-intuitive at junctions, leaving people cycling on the carriageway by mistake. We would prefer to see with-flow cycle lanes throughout.</p>	<p>The bi-directional cycle track has been proposed to protect cyclists and to reduce forecast impact to bus journey times at junctions.</p> <p>The bi-directional track allows for the safe passage of northbound and southbound cyclists through the junction of St Martin’s Le Grand/Newgate Street/ Cheapside without mixing with motorised traffic. It also facilitates an efficient method of control for the traffic signals, which minimises the impact on bus journey times, whereas traffic modelling indicates with flow tracks would have an unacceptable negative impact on bus journey times.</p> <p>Bi-directional cycle tracks, and associated movements into and out of them, including switch from one side of the carriageway to the other, has been employed in other schemes, including TfL Cycleways. But we recognise that they have not been used by the City of London before.</p> <p>Officers will continue to work closely with TfL to ensure that appropriate and clear signage is provided to inform cyclists of how to proceed through each junction..</p>
<p>For people cycling northwest through the scheme, King Edward Street, Angel Street and Little Britain will not provide a good level of cycling service. These streets fall short of the TfL cycle route quality criteria in terms of traffic volume where there is no protection for cycling</p>	<p>There will be a protected contraflow cycle lane on Aldersgate Street for northbound cycles. Cycles travelling north-west could use this, turn left onto Little Britain (where traffic flows are low) and then use King Edward Street for a short section to turn left into Little Britain (north)</p>
<p>Disagree with the decision to ban cycling in the new public space south of</p>	<p>The project is proposing a comprehensive network of east-west, north-south cycle</p>

<p>King Edward Street. This will discriminate against people who use their cycle as a mobility aid. Other similar traffic-free areas do not ban cycling, such as Aldgate Square. Allowing cycles would make the space more accessible and provide an additional route for those new to cycling, children and others, between Newgate Street and King Edward Street, but is unlikely to be heavily used as a cycle route due to the high pedestrian footfall.</p>	<p>routes which will be protected where space permits.</p> <p>Permitting cycling through the public space would require the introduction of a dedicated cycle track that would sever the space and have a significant impact on the design. It would also potentially disadvantage people using the public space, some of whom may have a protected characteristic.</p> <p>Moreover, cyclists travelling north would have to join the main northbound route for motor vehicles which would offer little protection for cyclists.</p>
<p>We look forward to St Paul's cycle routes being connected to a wider cycle network in the City of London. While this can't be built overnight, it needs to be expedited, to enable a greater shift to cycling for a diverse range of people and meet the City's safety and climate.</p>	<p>Noted</p>

Comment	City response
<p>Newgate Street (westbound). The relocated bus stop cages interrupt the unprotected cycle lane. This will make the cycle track less inclusive, as some people will be put off the cycle route by buses pulling into the cycleway.</p>	<p>This bus stop has been relocated 60m to the west from its existing position. It serves 5 routes (and 3-night buses). It is critical that there is a stop on Newgate Street to serve the local area. The highway at this location is not wide enough for a floating bus stop. However, in order to mitigate this issue, it is proposed that the pedestrian crossing on Newgate Street will have an early release to allow cyclists to proceed past the bus stop before motorised traffic.</p>
<p>Newgate Street (eastbound). We welcome the cycle gate which will improve safety for people cycling and separate them from traffic turning left into St Martin's Le Grand. However, it is not clear how people turning left at this junction will be directed to go north up St Martins Le Grand onto the bi-</p>	<p>Appropriate signage (and potentially additional road markings not shown on the drawing) will be used to ensure cyclists are informed of how to access the bi-directional cycle track.</p> <p>A similar arrangement can be found at locations on Cycleways 3 and 6. For</p>

<p>directional cycle track. There do not appear to be any road markings on the scheme drawings. People will be likely to turn left into the general traffic lane and then not be able to get into the protected lane - if they intend to continue north by bike, they will get stuck at the Angel Street junction, where they are not permitted go north from the general traffic lane</p>	<p>example, at the junction of Northumberland Avenue/ Victoria Embankment where cyclists from Northumberland Avenue have to cross Victoria Embankment to access Cycleway 3. The south-east and south-west corners of Parliament Square also have a similar layout.</p> <p>Officers will continue to work closely with TfL to ensure that appropriate and clear signage is provided to inform cyclists of how to proceed through each junction.</p>
<p>New bidirectional protected cycle lane section on Cheapside. Access to this lane from New Change is via a diagonal link across Cheapside. We welcome this physically protected space for people cycling, but the choice of bi-directional tracks makes the layout less intuitive and direct. This is likely to be confusing for people cycling who are new to the area as they can either proceed west towards Newgate or take the diagonal link to proceed north into St Martin's Le Grand. This arrangement will require clear signage</p>	<p>Clear signage will be provided. Northbound cyclists from New Change will get a dedicated green signal, and the "Elephant footprints" with cycle logos denote the preferred route for cyclists, which has been commonly used on cycle routes in central London.</p>
<p>Cheapside westbound between New Change and St Martin's Le Grand. The unprotected cycle lane on the south side of Cheapside is being removed and replaced by the new protected bidirectional lane on the north side (which feeds into St Martin's Le Grand). People cycling westbound to Newgate St will no longer have the benefit of a cycle lane feeding into the ASL at the St Martin's Le Grand intersection. This could be ameliorated by a new cycle only traffic light phase from New Change, so long as it is a whole separate phase not just early release, however this will not help people who cycle from eastern Cheapside. Overall, the bidirectional cycle lane design will make the scheme confusing, particularly for new cyclists. Were with-flow protected cycle tracks considered, and if</p>	<p>The bi-directional cycle track has been used to protect cyclists and to reduce impact to congestion through the junctions and surrounding traffic network.</p> <p>Alternative options were explored where a cycle gate was provided on the St Martin's Le Grand southbound approach to Newgate Street, with a protected cycle lane on the Cheapside north-westbound approach. However, this had a significant impact on bus journey times, as well as the operation of the Newgate Street and Cheapside junctions that are located close together.</p> <p>The original proposal for this junction has been reviewed and revised to improve cycle safety. The revisions include:</p>

<p>they were, why were they rejected? This would have made the scheme more intuitive</p>	<ul style="list-style-type: none"> • The introduction of a westbound, mandatory cycle lane on Cheapside with an advanced stop line and early release • Increased stacking capacity for cyclists travelling southbound from St. Martin's Le Grand to Newgate Street <p>However, the introduction of these cycle improvements require the removal of the proposed pedestrian crossing on Cheapside which will result in a longer journey for some people who walk</p>
<p>New Change southbound. There is no protected space for people cycling south on New Change. The carriageway also looks as if it may be within the 'critical issue' width range of 3.2 - 4m where drivers may be tempted to overtake cycles without enough space to do so safely (TfL cycle route quality criteria 3). The decision to use advisory lines in non-standard ways is questionable in the centre of the street. Consider adding a south bound protected cycle track or extending the footway, which would also address the critical lane width.</p>	<p>This will be investigated.</p>
<p>St Martin Le Grand junction with Angel Street. Cycles turning left into Angel Street do not seem to be protected from general traffic as they cross the carriageway - they should have their own cycle phase for safety. For people turning right by bike into Angel Street this looks like an even more intimidating manoeuvre. People cycling in the northbound traffic lane can't continue north, if they are in the traffic lane by mistake - a safe route across this junction is needed</p>	<p>Stage 2 of the method of control runs the pedestrian crossings and northbound cyclists from St Martin's Le Grand. This allows cyclists to reach the advanced stop line at the pedestrian crossings to proceed to either Angel Street or Aldersgate Street with conflict with motor vehicles. Cycles in Stage 1 would be allowed to proceed ahead northbound to Aldersgate Street. Traffic order would state left turn only except for cycles.</p> <p>Southbound cyclists will not be permitted to turn right into Angel Street.</p>
<p>St Martin Le Grand junction with Gresham Street. This junction is wide and flared and risks collisions between turning vehicles and cycles going</p>	<p>Design at this location is being reviewed following consultation feedback.</p>

<p>southbound. A continuous footway here would make the priority clearer.</p>	
<p>Angel Street and King Edward Street. There is no protection planned for people cycling on either Angel Street or King Edward Street north of the proposed pedestrianised area. For those cycling northwest through the scheme area, they will be cycling with volumes of traffic that will not feel safe or comfortable.</p> <p>A good solution would be to make King Edward St access only for general traffic except buses and cycles, creating the 'Healthy Hospital Street' that St Barts is calling for as well as a safe, low traffic route for cycling.</p>	<p>There will be a protected contraflow cycle lane on Aldersgate Street for northbound cycles. Cycles travelling north-west could use this, turn left onto Little Britain (where traffic flows are low) and then use King Edward Street for a short section to turn left into Little Britain (north).</p> <p>At this stage it is not possible to re-route through traffic from King Edward Street onto St. Martin's Le Grand.</p> <p>However, as phase 2 of the project is developed, options for the routing of northbound through traffic will be re-assessed as it is acknowledged that removing through traffic on King Edward Street would help the creation of a Healthy Hospital Street.</p>
<p>On Aldersgate Street It is not clear from the drawings whether the southbound cycle lane is protected - both north and southbound cycle lanes should have physical protection.</p>	<p>Both the northbound and southbound cycle lanes will be protected where possible but this is limited due to access requirements to off-street premises and kerbside activity.</p>
<p>Aldersgate Street and St Martin's Le Grand side street junctions. The footways are interrupted by side streets and service access into buildings. We propose making these footways continuous (Copenhagen crossings) to reinforce the recent changes to the highway code and improve the pedestrian experience, especially for those wheeling and using walking aids in the environment around the hospital.</p>	<p>Side road entry treatments in the form of raised tables are proposed on Albion Way and Little Britain at its junctions with Montague Street, King Edward Street and Aldersgate Street.</p> <p>Side road entry treatments provide a flush surface for people walking across the road and vehicles encounter a ramp that is designed to make them slow down. They will have tactile paving.</p> <p>Where technically feasible, service access to buildings will be designed to be as flush as possible for pedestrians.</p>