



London Cycling Campaign's response to the St Paul's Gyratory scheme

<https://www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals/st-pauls-gyratory>

24 January 2023

About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

Cycling in the City of London

In the City of London, LCC wants to see a fully connected, safe network for cycling that enables people of all ages and abilities to cycle - and has capacity to cater for high numbers of people cycling and a wide range of cycle types (including cargo, e-bikes and so on). This network should meet the highest standards and offer routes that are coherent and direct, both within the City and joining up to neighbouring boroughs' cycleways. We believe the City of London can only meet its rightly ambitious climate, safety and traffic reduction targets with such a network - delivered via a mix of protected cycle tracks and low motor traffic, low speed streets.

Response

Overall, we welcome the proposal to transform the St Pauls Gyratory from a hostile highway into a place for people, especially in its most ambitious form.

- Option 1 is the best of the proposed options, as it does the most to reallocate road space to people and active travel.
- We warmly welcome the conversion of King Edward Street into a new public plaza.

- On St Martin's le Grand we welcome the protected cycle tracks and bus stop bypass. With the contraflows on Aldersgate Street this would deliver a good north-south cycle route as well as improving space for walking and wheeling. The scheme detail could add continuous footways and raised tables to provide calmer traffic and better amenity for pedestrians along this stretch and elsewhere in the scheme.
- On the Newgate / St Martin's le Grand junction, we welcome the safety measures for cycling on each arm of the junction including two cycle gates. However, there is not enough to protect people cycling eastbound on Newgate Street on the approach to the junction. We recommend a longer stretch of separation to protect cyclists from vehicles getting into the left turn lane - this strikes us as a hostile and risky stretch of road. In addition, is there any reason not to extend the protected cycle track across the entire south side of the junction?
- Between this junction and Cheapside there is again no protection for people cycling. We would like to see this short stretch made safe, to connect to the good provision to the east and close this gap in the network.
- We also welcome the improved pedestrian crossings. An improved pedestrian experience from Paternoster Square to Little Britain is a major benefit of the scheme. This will help join the Tate, St Pauls, Museum of London and the Barbican.
- On Newgate Street the provision for cycling seems weaker, with the cycle lanes giving up especially westbound. This east-west alignment is highlighted in the City's own Transport Strategy as part of its core cycling network and prioritised for "Phase 1" improvements and in TfL's Strategic Cycling Analysis as one of the highest priority and highest potential corridors for cycling in London. A far more coherent and complete scheme is needed along this corridor to enable more people to cycle along it - perhaps by removing general traffic with a bus priority scheme.