



# The Association of British Drivers

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Transport for London

Via Email: [STEngagement@tfl.gov.uk](mailto:STEngagement@tfl.gov.uk)

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## Consultation on Revised Layout of Blackfriars Bridge

Dear Mr Hall,

I have the following comments on behalf of the ABD on the proposed arrangements for Blackfriars Bridge:

1. It is unfortunate that pedestrians will now be forced to cross at street level when previously they used the subway. This may assist disabled people but will actually delay most users. Indeed the design seems particularly poor bearing in mind that Blackfriars main line station presumably arrives at a higher level so a bridge might have been appropriate. However I recognize that it is probably too late to rectify these faults at this late date.

2. But the position of the pedestrian crossings seems perverse. The removal of the crossing of New Bridge Street near Watergate will confuse people as they will now have to use the two "new" crossings. Many people will take the crossing that crosses Queen Victoria Street only to find they cannot cross New Bridge Street (or they will take some chance of doing so by crossing where there is no crossing point).

In addition, there are two pedestrian crossings close together for traffic heading westbound on Queen Victoria St – indeed a third if they are going over Blackfriars Bridge - or heading eastbound from Embankment. These multiple crossings will interrupt the flow of traffic. It would have been a lot simpler to do away with the "new" crossings, and keep the one across New Bridge Street. The only reason I can imagine for not doing this might be the potential for pedestrians to accumulate in the limited space outside the station exit, but that does not seem to me to be a major problem.

3. However, the major defect I can see with this scheme is the introduction of a left turn ban for traffic heading south on New Bridge Street. This would be a major inconvenience for traffic heading towards Upper Thames Street (via Puddle Dock and Castle Baynard Street). This is a route I use very often although the amount of traffic which does so is limited because it is not obvious to many road users. The alternative route would be to turn left into Ludgate Hill and go via Cannon Street, etc - hardly an easy route to use. In addition, traffic coming down New Bridge Street could suddenly realise they could not turn left and be forced to cross Blackfriars Bridge – potentially taking them a long way out of their chosen route.

PLEASE REINSTATE THE LEFT TURN

4. I understand that cyclists have many concerns about the new layout although it is not totally clear what their concerns are, other than there is some removal of an existing cycle lane to allow for more road capacity (required presumably because of the additional traffic obstruction from the new pedestrian crossings). That removal does not seem unreasonable to me. Some have apparently also asked for a 20 mph speed limit on Blackfriars Bridge which we would oppose as being totally unnecessary. There is no evidence that the past fatalities involving cyclists on the bridge had anything to do with excessive speed, so far as I am aware.

If the design of the road layout for this scheme is to be reconsidered, I request that we be involved in the design process to ensure that vehicle users are not prejudiced to the advantage solely of other road users.

Yours sincerely

Roger Lawson  
London Co-Ordinator