

## London Cycling Campaign

25 August 2016

City of London Bloomberg building/Cannon Street consultation

<https://www.cityoflondon.gov.uk/services/transport-and-streets/traffic-management/Pages/Bloomberg-.aspx>

This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLoS). It is also strongly suggests that all schemes including cycling provision should be of comparable quality to similar schemes at cities with a high modal share of cycling, i.e. with a CLoS rating of 70 or above.

LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for growth in cycling, to accommodate such journeys.

LCC supports some elements of this scheme, but would make the following specific points:

- The closure to through motor vehicle traffic of Walbrook is very welcome – and is supported by LCC for improved walking and cycling links through the area. In fact, we would welcome further filtering in the surrounding area to further enable cycling and walking throughout the City of London.
- That said, the northern end of Walbrook directly leads into Bank junction, site of numerous collisions including fatal ones, with people cycling. Until Bank junction is appropriately treated (and this should be done as a matter of urgency), this link will remain far less useful.
- Any scheme here should be sympathetic to proposals to redesign Bank Junction and work with such proposals. And again, we welcome the opportunity to work with the City of London on ensuring their Bank junction proposals improve conditions for those cycling in the area – and again would suggest these plans should be brought forward as a matter of urgency, rather than set any further back.
- The scheme features numerous examples of vehicle lane widths in the 3.2-4.0m range – this range is considered a "critical fail" in TfL's CLoS scoring system and should be avoided. Lanes should be appropriately narrowed or widened to avoid this range – ideally narrowed to provide some space for cycle lanes or even segregated tracks.
- Cycle lanes, where they do appear on this scheme, are nearly universally advisory 1.5m lanes. This is not acceptable – and will see vehicles encroaching on these lanes constantly, and cyclists encouraged to squeeze next to the gutter. This ensures the scheme will perpetuate a hostile and aggressive environment to cycle in. At the very minimum wider mandatory lanes are expected. But ideally semi or fully-segregated measures should physically separate those cycling from motor vehicle traffic where possible. There appears to be space for this to be done outside Walbrook and the Magistrates Court Probation Offices on Queen Victoria Street and possibly on Queen Street if the centre line is removed and passing gaps are provided.
- Junctions are also a major concern – particularly the junction of Queen Victoria Street at Queen Street. Here there is a significant retained "hook risk" for those cycling eastbound, by

vehicles turning from Queen Victoria Street into Queen Street. The scheme should as a matter of urgency seek to address such risks as far as possible.

- While it is recognised this scheme is not intended to redesign the carriageway alignment or include other such major interventions, it should be noted that these streets in general remain a hostile and difficult to negotiate barrier to cycling. And the City of London should urgently consider plans to reduce traffic volumes and potentially create segregated and safe space for cycling via physically-protected tracks in this area, as well as redesigned junctions to remove hook risks.