

## London Cycling Campaign

2 June 2016

### *London Wall/ Fore Street consultation*

This response is made on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group.

In general, the London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated. On top of that, we wish to raise the following specific issues with this scheme:

1. The London Wall/Wood Street junction needs far more detail to assess. For this complex junction that lies on the route for a Central London Cycling Grid Quietway subject to separate consultation, it's vital that turning movements in all directions and from all directions for those cycling are safely enabled – with hook risks eliminated.
2. For London Wall itself, none of the three options provide cycling facilities that would be acceptable for London Cycling Campaign policy – all three would likely feature "critical fail" elements according to TfL's LCDS CLOS matrix. London Wall is used by nearly 18,000 vehicles daily according to DfT traffic counts in 2015, and nearly 700 HGVs. Cycling is suppressed at this location – as evidenced by a reduction in cycling numbers from a high in 2006, cycling numbers have halved in the last ten years – those cycling have clearly rerouted to avoid this location. But with the East-West Cycle Superhighway already showing signs of being capacity at peak, London Wall could and should be another cycling route in the area.
3. Option 1: Appears to show an advisory lane westbound, and nothing eastbound. Option 2: Appears to show some form of segregated track (although the image is unclear) eastbound, but only an advisory lane westbound. Option 3: Appears to show a bus lane eastbound, and an advisory lane westbound. All three options retain a central reservation, very wide pavements and crossings.

We would strongly suggest that physical separation from motor vehicle traffic – in both directions – is vital on this street, to enable safer and enjoyable cycling. Given this, Option 2 could easily be modified to provide segregated tracks in both directions. Removal of the central reservation and narrowing the footway a small amount might also provide a separate bus lane.

4. Any modifications to London Wall via this scheme should also take into account any possible enhancements to cycling and walking elsewhere – particularly if the scheme that goes forward will not make London a truly safe and enjoyable cycling location. For instance, the scheme should not impact plans to modify Bank junction to restrict motor vehicle traffic there, nor similarly should it affect the ability to do similarly at Beech Street.