

London Cycling Campaign

25 November 2016

Shepherdess Walk, City Road, Bath Street junction improvement

<https://consultations.tfl.gov.uk/roads/city-road>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the responses from Cycle Islington and Hackney Cycle Campaign, the borough groups, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

LCC is supportive of the proposed improvements.

Separate from these proposals, a broader review with the aim of reducing the volume of motor vehicles using Shepherdess Walk, Bath Street and the surrounding area and increasing the permeability of City Road should be undertaken.

Specific points about the scheme:

- More detail on pedestrian and cycling time phasing at the signalised junctions is required. The current wait for traffic (motor, cycle and pedestrian) leaving Bath Street and Shepherdess Walk is long and should be reduced as such delays encourage crossing against the lights.
- Eye level cycle lights are required and will improve comfort for those who cycle.
- The creation of north- and southbound cycle lanes in Bath Street and the elimination of right turns for motor vehicles are welcome. There should be no parking at any time on either side of Bath Street – and this should be reinforced on the western side with measures to protect the cycle lane from parking, such as semi-segregated “wands” as it is currently often encroached on.
- People cycling should be able to turn comfortably, conveniently and safely in all directions and from all directions. Over 2,000 cyclists and 17,000 motor vehicles use City Road daily so appropriate turning facilities for cycling are critical. Serious left hook risks are retained in the scheme for three movements: for those cycling into Shepherdess Walk from City Road; into City Road from Shepherdess Walk; and from Bath Street into City Road. Measures are required to mitigate this risk and could include early starts at lights or filtering of Bath Street and Shepherdess Walk. Similarly all right turns for cycling should be enabled from all directions.

- The kerb on the eastern corner of the junction of City Road and Bath Street should be rounded somewhat, to enable those cycling west on City Road to turn left easily into Bath Street.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- LCC wants, as a condition of funding, all "Better Junctions" 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.