

London Cycling Campaign

7 December 2016

Farringdon Street and West Smithfield/Snow Hill (North-South Cycle Superhighway)

https://consultations.tfl.gov.uk/roads/west-smithfield/consult_view/

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 our borough groups, Camden Cyclists and the City of London Cycling Campaign, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The decision by TfL to address some of the issues brought up in the previous consultation at this junction is welcome. London Cycling Campaign supports the proposals in this scheme.

Specific points about the scheme:

- The layout of the junction in Snow Hill seems overly complex, in particular the presence of both segregated and non-segregated right turn lanes for those cycling. Simplification of this layout and/or careful design of the phasing of lights are required to avoid confusion and those cycling making last minute decisions to change lanes in order to catch a green light.
- This junction has a high level of HGV traffic and a high incidence of collisions. Cycling turns in all directions should be carefully considered. That includes both right turns out of Snow Hill as above, but also left turns into Farringdon Street where there remains a left hook risk of large vehicles running alongside and into those cycling.
- The pedestrian crossing across Snow Hill/West Smithfield should be signalised given current pedestrian flows and potential increases resulting from the new adjacent location for the Museum of London.
- Given high levels of motor vehicles, consideration should be given to measures to prevent vehicles blocking the junction, sightlines or cycle tracks.
- This proposal and its implementation plan should be reviewed to ensure it is compatible with the new Museum of London facility.
- The proposed shared loading bay/disabled bay/taxi rank on the east side of Farringdon Street, south of Holborn Viaduct, should be positioned between the cycle

track and the main carriageway thereby reducing conflict between those who cycle and users of the bay.

- The cycle track on the west side of Farringdon Street, south of Holborn Viaduct should, subject to space constraints, ideally be fully segregated.
- This proposal and its implementation plan should be reviewed to ensure it is compatible with the proposal for the City of London Quietways/Central London Cycling Grid Farringdon Street – Beech Street and Moor Lane – Upper Thames Street routes. Ideally the Grid route should be amended to run directly along West Smithfield with protected space for cycling.
- The routing of the cycle track behind bus stops is welcome. Transparent bus stops would ideally be used to maximise mutual visibility of those cycling and pedestrians.

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 "Cycle Superhighway" 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.