**February 2025**

## LCC response to City of London Cycleway proposals

https://citycycleway.commonplace.is/

### About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

### Introduction

LCC notes and commends the response to the consultation of the City of London LCC branch.

**The proposed City Cycleway from Blackfriars to Aldgate is a vital part of a future cycle network in the City of London**, a work destination for more than 600,000 people. **We strongly support such a cycleway.** It is essential that the Cycleway is delivered to a high standard throughout and that it provides safe connections to other key cycle routes in the City of London

City of London residents, students and workers, as well as those travelling through the City, currently have access to two high-quality cycle lanes installed on Transport for London roads (TLRN): the East-West Cycleway along Upper Thames Street and the Embankment and the North-South route along New Bridge Street and Farringdon Road. There is also a primary cycle route that runs along the A11 from the East End to Aldgate where it currently stops.

The new Cycleway has the potential to connect these three key routes and link them to the many workplaces at the heart of the City of London as well as to schools (a school for 1000 pupils is located on Queen Victoria St) and key tourist destinations such as St Paul's and the Millenium Bridge.  More so than the other routes, **the City Cycleway,**

**which runs straight through Bank junction, will showcase the City's commitment to active travel and its expertise in cycle route design.**

For the above reasons the Cycleway must be delivered to the highest standard with seamless connections to other cycle routes. It must be accessible to all riders including young people and those on adapted cycles.

Where the highway authority is Transport for London (TfL), the City must ensure that satisfactory and safe connection between City and TLRN roads is provided. Creating a railway without stations would be unthinkable and similarly delivering a cycle route must be accompanied by safe access at key junctions.

**Junctions**

We note that the weakest elements of the proposed scheme are the junctions at either end, New Bridge St and Aldgate, and, if taxis again dominate it, Bank junction.

To make the scheme attractive to all riders, not just the brave, the City must address the road danger at these junctions and their approaches.

**Links**

The proposed scheme is unusual in switching a (partly) two-way cycle lane across Queen Victoria Street twice. A solution offering cycle lanes on both sides of the road would be preferable. If the scheme goes ahead with the double crossover it is vital that the crossings are safe and convenient for cycle users.

The Cycleway includes Cornhill and Leadenhall St where no protected cycle lane will be provided. This, according to officers, is based on the assumption that the number of vehicles per hour (vph) using the road will be about 200 but this appears to be a 24 hour (average) estimate not a peak time figure which is likely very much higher. We would like to see the forecasts of peak hour traffic volumes and the reasoning for discounting TfL and DfT recommendations on providing protected space at high peak-time traffic volumes. Furthermore, if taxis are allowed to use Bank junction 24/7, as approved on a trial basis against City officer advice, then the entire proposed Cycleway will likely become a preferred through route for taxis and the vehicle volumes could be significantly higher especially during peak hours.

Officers state that the planned lane width in Leadenhall St will be 3.2m. This will not allow the safe passing of cyclists, within lanes, by buses that are 2,970 m wide (with mirrors) or by other wider vehicles. The Highway Code advises that vehicles should allow a minimum of 1.5 metres when passing a cyclist. While officers stated that vehicles should be deterred from unsafe overtaking of cyclists there was no indication of how this would be done and enforced.

**New Bridge St junction**

The Cycleway must connect safely to the very popular Farringdon Road (circa 11,000 riders per day) cycle track and the E-W cycleway to provide an adequate level of service – both these cycleways connect to the City Cycleway at Blackfriars. We understand from City officers that, despite the intention to provide an attractive and popular cycle route along Queen Victoria Street, there are no plans to improve the junction at New Bridge St where the highway authority is TfL. This must not be acceptable to the City or TfL.

The right turn from Queen Victoria Street (QVS) into the New Bridge St cycle track, in particular, is both unclear and hazardous. There is no signage in QVS to indicate how, and where, cyclists should cross over and no early release cycle signal as there is at numerous other junctions.

The connection from Puddle Dock to New Bridge Street offers no protection for cycle users on the south side of QVS. Given that the Puddle Dock area development is likely to generate high volumes of construction traffic, and, in due course, cycle commuters to the development, suitable cycling infrastructure should be provided.

**Bank junction**

At present this junction is restricted to pedestrians, buses and cyclists from 7 am to 7pm which helps reduce road danger. The opening of the route to taxis travelling through the City of London, as approved for a trial by the Common Council, against the advice of officers and the City's transport committee, will increase vehicle volumes significantly and will adversely affect road danger.

The Cycleway and all other cycling and walking routes using Bank will be impacted.

**Aldgate Junction**

The Cycleway proposals do not cover part of the Aldgate junction, stating that the Aldgate corridor will be an unspecified separate scheme. At noted above, delivering the Cycleway must include addressing access and road danger at junctions.

We note that the City's partial comments on designs at Aldgate mention some protection for cyclists eastbound on Aldgate High St but no mention is made of arrangements for travel westbound. Diverting via St Botolph St is not a solution because of the need to, successively, cross two motor traffic lanes; exit the cycle lane into the path of buses; and 'take the lane' at the road narrowing ahead of the left turn into the cycle path.

City policy (Transport Strategy), Department for Transport cycle design guidance (LTN 1/20) and TfL guidance (New Cycle Route Quality Criteria) all clearly state that roads which carry above 500 vehicles per hour at peak should have protected cycle lanes especially if they carry 5% or more HGVs. Thus, Aldgate High St should have protected cycle lanes on both sides.