

London Cycling Campaign response to Bank Junction “All Change At Bank” proposals

10 May 2021

<https://city-of-london.citizenlab.co/en/projects/all-change-at-bank>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 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.

This response was developed with input from LCC’s borough groups.

Comments on these proposals:

- We fully support the schemes implemented at Bank junction over the last few years and the more permanent scheme proposed now.
- Further simplifying the junction for those walking, cycling and using public transport is welcome and should improve the junction for everyone, overall, in terms of safety, comfort of use, amenity.
- It would be advantageous to further enhance the scheme and location by going even further in terms of restricting motor traffic. Making more arms of the junction unavailable to motor traffic could deliver an even better scheme that would deliver more space for those walking and cycling.
- Where specific space for cycling is provided, such as proposed on Threadneedle Street, such space should be designed to the highest standards, for high levels of use, with wide tracks, clear demarcation and ‘forgiving’ kerbs etc. The scheme must be legible, safe and comfortable for high volumes and flows of those cycling, and walking, and to be inclusive of a wide range of users walking and cycling too.

General points about infrastructure schemes:

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 Cycleway and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream and enable all ages and abilities to cycle, 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 modes 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.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people. Schemes should be designed inclusively throughout.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, 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 issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.