

## London Cycling Campaign

15 March 2016

The London Cycling Campaign is 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 and in support of the response from our local borough group, Islington Cyclists Action Group.

We strongly welcome this scheme as part of a broader change to Highbury Corner from a gyratory designed to move large volumes of motor vehicle traffic through the area (and one of the 33 junctions targeted for urgent attention under TfL's Better Junctions programme), to a place for the entire community that's more pleasant and accessible to all.

We strongly support the plans overall to pedestrianise the western arm of the gyratory, linking it to Highbury Island; to remove the gyratory; and to include protected space for cycling and signals that separate cyclists from motor vehicles in time and/or space. This is an important scheme proposed to a very high quality.

That said, we have specific concerns regarding some of the details we wish to highlight:

- There is a risk that the current design will encourage further through traffic to shift onto nearby primarily residential streets such as Islington Park Street, Canonbury Lane etc. These streets could be part of a high-quality, low-traffic east-west cycling route – so the current proposals (including banned turns etc.) should ideally not affect any plans to improve these streets for cycling at a later date.
- Cycle parking should be considered around the pedestrianised arm of the gyratory – as parking on Highbury Station Road is already overloaded.
- The scheme ends just before Canonbury Primary School. Ideally it would continue on to enable safe cycling journeys to and from the school.
- We are concerned cyclists will treat the pedestrianised western arm of the gyratory as “shared space”, particularly under “option 1” conditions. Cyclists should not ideally be deflected from their desire line heavily (as north-south and vice versa cyclists currently will be). So design work needs to be done to ensure either cyclists are encouraged to go round the island or that cyclist crossing of the pedestrianised space is designed for appropriately.
- Loading bays and taxi ranks (such as the one outside the station entrance) should be placed outside any cycle lane or track, with an appropriate buffer, not inside – or relocated.
- Cyclists exiting Highbury Place should be able to bypass the traffic lights, as well as turn right easily.
- All cycle lanes should be wide to ensure comfortable overtaking and all-abilities cycling. At least 2.2m should be considered good practice. But no lane should be below 1.5m for even short sections where available space is limited.
- Where possible, cyclists should be able to bypass pedestrian crossing lights, designed in a way to minimise pedestrian/cyclist conflict.
- Cyclists should not be overly delayed at separate cycle signals, nor should pedestrians have to wait long periods of time without being able to cross, given high pedestrian footfalls in the area.
- We are concerned about the entry and exit to tracks on Upper Street – these should be designed to let cyclists exit onto Upper Street without having to look hard over their shoulder and slow down/bunch up; and to enter the track without risking turning vehicles passing closely.
- The turn out of St Paul's Road should be protected unless cycle movements will be entirely separate from vehicle movements.

- Cycle access to Corsica Street should be in both directions – and should link appropriately into the junction crossings at the end of St Paul’s Road.

Finally, and 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.