

London Cycling Campaign response to Bishopsgate walking and cycling changes consultation

22 August 2022

<https://haveyoursay.tfl.gov.uk/bishopsgate>

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.

Comments on these proposals

- This scheme is supported as it enhances walking, cycling, wheeling and public transport use. But should be further improved – with longer operating hours investigated as a matter of urgency.
- On top of operating hours, the City and TfL should collaborate on improving and connecting the scheme further to reduce unnecessary use of motor vehicles, enabling more people to walk, wheel, cycle and use public transport in the area, reduce road danger, and climate emissions etc. Specifically:
 - The priority should be to treat junctions along the corridor such as Wormwood Street/Camomile Street, Leadenhall/Cornhill, and Monument to enable active travel and reduce road danger.
 - On top, the scheme and/or junction improvements should be rolled out beyond the current end of scheme to junctions with Great Eastern Street/Commercial Street, Bethnal Green Road and Old Street/Hackney Road, as well as south over London Bridge.
 - The scheme should also be extended and improved at junctions to match the City of London's own Transport Strategy plans for cycling specifically – to enable cycling across Bishopsgate. See <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy-map-pack.pdf> for cross-routes etc.
 - Pavement widening should also be further considered along the scheme and beyond it, and crossing times should be extended for those walking and wheeling at extremely high footfall signalised junctions.
 - Cycle tracks should also be considered where there is space – given the frequency of buses here and the presence of other motor vehicles at some points, it is likely the corridor will never enable fully inclusive cycling for 'all ages and abilities' until those cycling are physically protected from motor vehicles.
- TfL and boroughs should publish LTN 1/20 Cycling Level of Service and Junction Assessment Tool (JAT) results for all proposed and delivered schemes, specifically including any 'critical issues' and/or red JAT movements.