

To consultations@tfl.gov.uk

Consultation on junction of Farringdon Street and West Smithfield / Snow Hill on CS-6

This response to the consultation on the proposed Improvements for the junction of Farringdon Street and West Smithfield / Snow Hill on CS-6 is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have over 500 members and represent the interests of cyclists living or working in the borough of Camden. We consulted members and others by email, on our website and on CycleScape about this issue.

Here is a copy of our response to the previous consultation on the original design for this junction (March 2016)

Snow Hill/West Smithfield and Farringdon Street junction

This junction links CS6 to the proposed GRID route on West Smithfield.

We are very concerned about the safety of cyclists and the difficult manoeuvres at this non-signalised junction.

Southbound cyclists on Farringdon Street are protected only by blue paint as they pass the junction, while they are sandwiched between left and right turning motor vehicles:

- cyclists are at risk of left hook from southbound motor vehicles turning into West Smithfield.
- and if the southbound motors wait to allow northbound motor vehicles to turn right, the latter may collide with southbound cycles that have continued across the junction.

For cyclists entering from Snow Hill and heading north, there are two 'uncontrolled' carriageway crossings.

We are not happy to rely on the traffic lights at the Charterhouse / Farringdon junction to provide natural breaks in the traffic flow, offering cycles time to cross. The northbound motor traffic also needs to be crossed and the Stonecutter Street junction is further away.

→ A cycle-only stage in the signals for cycles on Farringdon Road and cycles emerging from Snow Hill would overcome these issues.

→ It is essential to have 'Keep Clear' signs on both the northbound and southbound carriageways at the five points where cycles cross motors.

We therefore welcome the decision by TfL to address some of the issues that we raised:

- The banned left turn for southbound traffic on Farringdon Street into West Smithfield will remove the risk of left hook conflicts between turning motor vehicles and cyclists traveling ahead at the junction.
- The traffic signals at this junction will provide a safe crossing for cyclists between West Smithfield and the northbound cycle track on Farringdon Street. We like the wide crossing and the provision of waiting places for cyclists leaving and entering the northbound track.
- The parallel pedestrian crossing over Farringdon Street should be of great benefit to pedestrians. We like the way in which the wide kerb is used to avoid conflicts between pedestrians and cyclists doing the crossing.

Remaining risk of conflict

This consultation states that southbound cycles will proceed with southbound traffic to maximise green time. Although the left hook risk has been removed, the risk of conflict between southbound cycles and northbound motors turning into West Smithfield still remains in this design. The best solution would be to ban this right turn and hence remove motor traffic at the western end of West Smithfield.

Parking/loading inside the stepped track

In our response to Section 1 of the original consultation, we stated our objection to the motorcycle and taxi parking inside the southbound stepped track on Farringdon Street, opposite Stonecutter Street.

In the current consultation, we object to the motorcycle, disabled and taxi parking inside the southbound stepped track on Farringdon Street, opposite Plumtree Court. The cycle track should go round behind any parking bays as on the west side of the road opposite Snow Hill.

Junction with Snow Hill

The drawing shows a split ASL box for cycles but also indicates a way (labelled CS6) for cycles to join West Smithfield before the junction. We believe that such dual provision is going to be confusing for the users and suggest that the ASL box should be omitted.

Linkage to the GRID route in West Smithfield

As mentioned above, the new signalised crossing provides the necessary safe two-way link for cyclists.

We have also noted the short length of contraflow cycle lane on West Smithfield on approach to Farringdon Street. In the first instance in order to be of any use, this should go as far as the junction with Smithfield Street.

The banning of the right turn for motor vehicles into West Smithfield (mentioned above) would enable the creation of a pedestrian and cycle area on West Smithfield in the stretch between Smithfield St junction and Farringdon Street. This could be very appropriate, given the new Museum of London is to be built here.

Jean Dollimore, Camden Cycling Campaign Committee