

Proposed changes to the junction of Farringdon Street and West Smithfield / Snow Hill as part of the North-South Cycle Superhighway

Closes 13 Dec 2016

Opened 2 Nov 2016

Contact

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Overview

Following the recent publication of our response to issues raised report for the North-South Cycle Superhighway (CS6) between Stonecutter Street and King's Cross, we are proposing further changes to the junction of Farringdon Street / West Smithfield / Snow Hill. The proposals include a new controlled cycle crossing which would provide a cycle link between CS6 and the Central London Grid cycle route through West Smithfield. In addition, a new signal-controlled pedestrian crossing across Farringdon Street and traffic signals at the junction are proposed. The proposals would also create space for new segregated cycle tracks under Holborn Viaduct. Our proposals would address many of the current conflict points between motor traffic, cyclists and pedestrians and provide dedicated priority for all road users.

What are we proposing?

The scheme would include the following measures:

Pedestrian crossings

- A new pedestrian crossing on Farringdon Street to provide pedestrians with a signal-controlled crossing point
- Raising the existing uncontrolled pedestrian crossing across Snow Hill and West Smithfield to footway level to provide a level crossing point
- Widening the footway on the north side of the West Smithfield arm of the junction to reduce the crossing distance for pedestrians

Signal-controlled cycle link between CS6 and the Central London Grid

- A new cycle link to provide cyclists with a controlled crossing point between CS6 and the Central London Grid on West Smithfield, including a segregated cycle feeder lane on West Smithfield and a link to Snow Hill

Segregated cycle tracks under Holborn Viaduct

- Segregated cycle tracks (at least 1.5 metres wide) behind the existing protective kerbs under Holborn Viaduct, creating extra road space for motor traffic and cyclists

Traffic signals on Farringdon Street, Snow Hill and West Smithfield

- New traffic signals for motor vehicles to separate movements between Farringdon Street and West Smithfield / Snow Hill
- A 1.8 metre wide segregated cycle track behind the loading / disabled parking bay to allow northbound cyclists to bypass the signals
- A segregated cycle track for southbound cyclists, who would proceed with southbound traffic to maximise green time

Banned left turn into West Smithfield except cycles

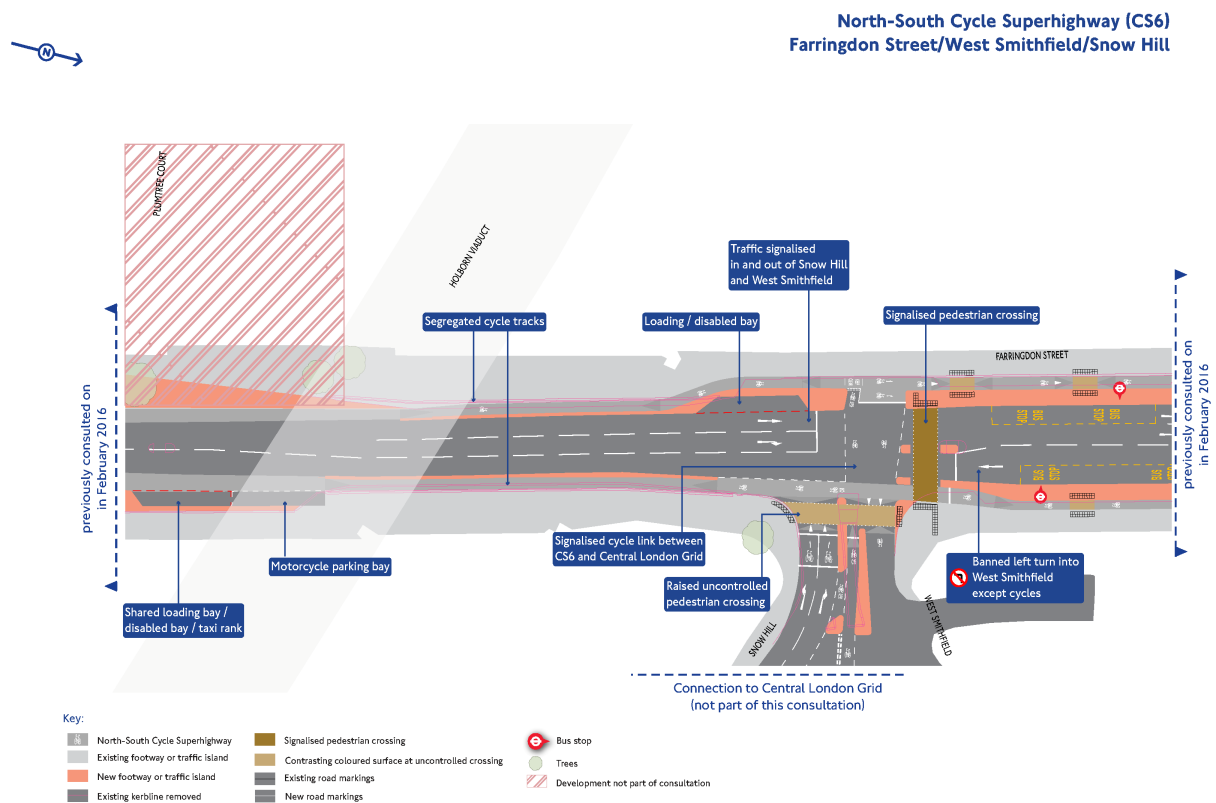
- A banned turn for southbound traffic turning left from Farringdon Street into West Smithfield to remove the risk of 'left hook' conflicts

between turning motor vehicles and cyclists travelling ahead at the junction

- Traffic counts show that a maximum of 40 vehicles per hour make this movement. Alternative routes are available nearby

Changes to parking and loading

- The loading / disabled bay previously proposed on the west side of Farringdon Street, north of Holborn Viaduct would be retained



Click here to view a larger version of the above map (PDF).

(https://consultations.tfl.gov.uk/roads/west-smithfield/user_uploads/ns-west-smithfield-consultation-drawing.pdf)

We would no longer be able to introduce the previously proposed taxi rank on the west side of Farringdon Street as the space would be needed for the new pedestrian crossing. However, as detailed in the response to the North-South Cycle Superhighway consultation, the bay on the east side of

Farringdon Street, south of Holborn Viaduct will be a shared taxi rank / loading bay and we propose switching its position with the motorcycle parking bay to improve visibility from the north. The total net loss of taxi rank length for this scheme is 2.3 metres. You can find details of the original North-South Cycle Superhighway (CS6) between Stonecutter Street and King's Cross consultation at <https://consultations.tfl.gov.uk/cycling/northsouth> (<https://consultations.tfl.gov.uk/cycling/northsouth>).

Traffic impacts

Our traffic modelling shows this scheme would have largely neutral impacts on traffic and bus journey times on Farringdon Street.

It is important to note that our traffic reassignment modelling is only ever indicative - it is intended to give an idea of where the impacts of changes in journey choice are most likely to be felt. It assumes that drivers have perfect knowledge of the network and will always choose the quickest route available. The reassignment is a picture of what the network may look like once the on-street proposals and associated driver behaviour has had a chance to bed in.

We would actively monitor and manage traffic conditions on the roads following the delivery of the scheme, and would aim to mitigate and manage traffic reassignment following implementation using the technology and tools we have at our disposal such as SCOOT dynamic signal control. We are investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time, and we are working to improve road user information so people can make informed journey choices before they travel.

North-South Cycle Superhighway Extension
Journey Time & Pedestrian Wait Times

<i>Correct as at 24 October 2016</i>		Future Base - Dec 2016 (including North-South CSH phase 1)				North-South CSH phase 2 proposals (including the signalisation of Snow Hill)				Difference between proposed and future base	
		Journeys modelled		AM	PM	Journeys modelled		AM	PM	AM	PM
Traffic Average journey times (minutes:seconds)	Elephant & Castle to Acton Street	Northbound	15-20m	20-25m	Elephant & Castle to Acton Street	Northbound	15-20m	15-20m	0-30s	-(30-60)s	
		Southbound	15-20m	20-25m		Southbound	10-15m	20-25m	-(30-60)s	-(2-3)m	
	Clerkenwell Road (Hatton Garden to Britton Street)	Eastbound	30-60s	30-60s	Clerkenwell Road (Hatton Garden to Britton Street)	Eastbound	30-60s	30-60s	No change	No change	
		Westbound	1-2m	1-2m		Westbound	30-60s	30-60s	-(0-30s)	No change	
Buses A sample of journey times on four routes through the scheme area (minutes:seconds)	Route 63 (Upper Ground & Mount Pleasant)	Northbound	10-15m	10-15m	Route 63 (Upper Ground & Mount Pleasant)	Northbound	10-15m	10-15m	-(0-30s)	No change	
		Southbound	10-15m	15-20m		Southbound	10-15m	15-20m	-(30-60)s	-(0-30s)	
	Route 55 (between Clerkenwell Green and Herbal Hill)	Eastbound	1-2m	1-2m	Route 55 (between Clerkenwell Green and Herbal Hill)	Eastbound	30-60s	1-2m	-(0-30s)	0-30s	
		Westbound	1-2m	1-2m		Westbound	1-2m	1-2m	0-30s	0-30s	
Cycling Average journey times (minutes)	Stonecutter Street to Ray Street	Northbound	3-5m	3-5m	Stonecutter Street to Ray Street	Northbound	3-5m	3-5m	0-1m	1-2m	
		Southbound	3-5m	3-5m		Southbound	3-5m	3-5m	0-1m	0-30s	
Pedestrians Traffic signal cycle times and associated wait times (seconds)	Farringdon Street / Snow Hill / Westsmithfield	Max. cycle time	NO SIGNALISED FACILITIES		Farringdon Street / Snow Hill / Westsmithfield	Max. cycle time	120	120	N/A		
		Max. wait time				Max. wait time	108	110			
	Farringdon Road / Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITIES		Farringdon Road / Charterhouse Street	Max. cycle time	120	120	N/A		
		Max. wait time				Max. wait time	114	114			
	Farringdon Station	Max. cycle time	96	96	Farringdon Station	Max. cycle time	60	60	-36	-36	
		Max. wait time	71	71		Max. wait time	50	50	-21	-21	
	Farringdon Road / Clerkenwell Road	Max. cycle time	96	96	Farringdon Road / Clerkenwell Road	Max. cycle time	96	96	0	0	
		Max. wait time	90	90		Max. wait time	90	90	0	0	
	Farringdon Road / Ray Street / Farringdon Lane	Max. cycle time	NO SIGNALISED FACILITIES		Farringdon Road / Ray Street / Farringdon Lane	Max. cycle time	96	96	N/A		
		Max. wait time				Max. wait time	90	90			

Click here to view a larger version of the above table (PDF).
(https://consultations.tfl.gov.uk/roads/west-smithfield/user_uploads/ns-west-smithfield-traffic-modelling-table.pdf)

Have your say

We would like to know what you think about our proposals.

Please give us your views by completing the online survey below by **Tuesday 13 December 2016**.

Alternatively, you can:

- Email us at consultations@tfl.gov.uk (mailto:consultations@tfl.gov.uk), with 'Cycle Superhighway North South – West Smithfield'

- or write to us at FREEPOST TFL CONSULTATIONS, 'Cycle Superhighway North South – West Smithfield'

To request a copy of this information in braille, large-text or another language, please contact us (<mailto:consultations@tfl.gov.uk?subject=West%20Smithfield%20-%20accessibility>).

Have your say

Online Survey >

(<https://consultations.tfl.gov.uk/roads/west-smithfield/consultation/>)

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Islington

Audiences

Anyone from any background

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Cycling Junction Improvements

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