

Table 2.17: Daytime Cycling Route to Clerkenwell Road


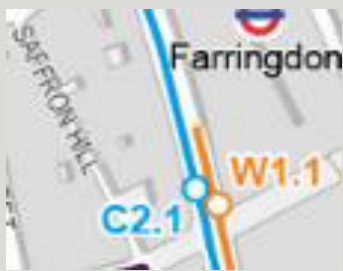
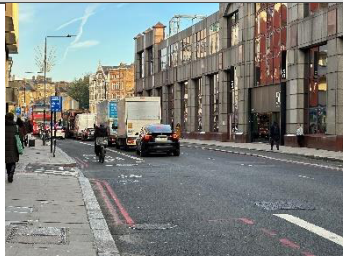



Photograph	ID	Location	Details of Route Issues / Observations
	C2.1		There is only an advance stop line for cyclists going one direction at the crossing point. Traffic travels quite fast along this section of Farringdon Road which can feel unsafe as a cyclist.
	C2.2		The segregated cycle lane is only on one side of the road, as a result cyclists going northbound share a lane with buses, with large construction vehicles and vans on the road this can feel unsafe.

Table 2.18: Night-time Cycling Route to Clerkenwell Road

Photograph	ID	Location	Details of Route Issues / Observations
	C2.1		The lighting is good in this area, so cyclists are obvious at night.

Photograph	ID	Location	Details of Route Issues / Observations
	C2.2		The lighting is good in this area, so cyclists are obvious at night.

### 3. ROUTE ISSUES AND SUGGESTED SOLUTIONS

- 3.1.1 Issues identified along each of the active travel routes to key destinations according to Healthy Streets indicators are set out below together with suggested potential solutions.
- 3.1.2 The Healthy Streets Approach is based on ten Indicators of a 'Healthy Street' which focus on the experience of people using the streets. The two main indicators are:
- Pedestrians from all walks of life
  - People chose to walk, cycle and use public transport
- 3.1.3 The other eight indicators are essential elements required to support the two primary indicators. Figure 3.1 below presents the indicators that will be assessed against the active travel zone routes to the key destinations. Any issues with the routes will be identified and potential suggestions will be recommended.

Figure 3.1: Healthy Streets Indicators



#### WALKING ROUTE TO CITY THAMESLINK STATION

- 3.1.4 As indicated in Table 2.1 and Table 2.2, the main issues related to this route are:
- Traffic noise along Farringdon Road
  - Obstruction along the footway of rental bikes and café furniture
  - A lack of greenery and planting along the route
  - The paving slabs are uneven at points of the route
- 3.1.5 This route has a negative impact on all the Healthy Street indicators, but the most prominent issues are pointed out below:
- *Not too noisy*: The road that this route is beside is incredibly fast moving and busy.

- *People feel relaxed:* The busy nature of the road can increase stress when using this route. Also, earlier in the route, especially at night, the walk feels secluded so may make some feel uncomfortable.
- *People are safe:* The uneven paving slabs may create a hazard, particularly for those with mobility issues.
- *People choose to walk, cycle and use public transport:* Obstructions on the footway and lack of greenery make the route less pleasant and may detract people from walking this route.
- *Clean air:* When walking along a road with such high traffic, the air feels polluted and unclean.

3.1.6 Improvements could include

- Planting would improve the aesthetic appeal of this route and would combat some of the noise and pollution along the route.
- Repairing uneven paving slabs
- Removing unnecessary street furniture and limit the extent to which café furniture can extend onto the footway.

#### **WALKING ROUTE TO FARRINGDON STATION**

- 3.1.7 This route is short with Farringdon Station in close proximity to the Site, there are no issues identified along the length of this route to the destination.

#### **WALKING ROUTE TO LINCOLN INN FIELDS**

- 3.1.8 As indicated in Table 2.5 and Table 2.6 this route had similar issues to the route to Thameslink Station. The same healthy streets indicators would be affected as 3.1.5 and the improvements made in the above point 3.1.6 would also apply.

#### **WALKING ROUTE TO THE MOSQUE**

- 3.1.9 As indicated in Table 2.7 and Table 2.8, the main issues related to this route are similar to the points made for previous routes.

#### **WALKING ROUTE TO ST. ALBANS SCHOOL**

3.1.10 Table 2.9 and Table 2.10 present the observations and issues of this route, they are:

- Narrow paving at points along Leather Lane and Greville Street
- At night the route along Leather Lane is quiet and poorly lit at points
- Construction noise is loud at sections of the route

3.1.11 This impacts the below Healthy Street indicator:

- *Pedestrians from all walks of life:* Due to quite nature of some sections of the route vulnerable groups may feel less safe walking them in the dark.
- *People feel relaxed:* Narrow sections of the route mean the footway may get crowded and people feel less relaxed walking.
- *People are safe:* Where the footway is narrow and close to the road there is increased likelihood of conflict between pedestrians and vehicles.
- *Not too noisy:* The construction noise along the route is loud.

3.1.12 Improvements could include:

- Widening the footway at along Greville Street and making Leather Lane pedestrianised.
- Increased lighting along quieter sections of the route around Leather Lane.
- Construction company work to reduce noise pollution

### **WALKING ROUTE TO ST. BARTS HOSPITAL**

3.1.13 Table 2.11 and Table 2.12 highlight the issues along this route, many of which are similar to those previously presented. Much of the signage obstructing the footway along this route will be temporary. The other main issue is:

- At night it is quieter and less well-lit compared to nearby areas.

3.1.14 This has a negative impact on the following Healthy Street indicators:

- *People feel safe:* With the area being slightly quieter and less well observed by passersby it may feel less safe for some users.

3.1.15 Improvements could include:

- Ensure sufficient lighting is provided, especially in the area between Farringdon Road and St Barts Hospital. centre as it is currently poorly lit.

### **WALKING ROUTE TO ST. ETHELDREDA'S CHURCH**

*As highlighted in*

3.1.16 Table 2.13 and Table 2.14, the key issues on the walking route to Brook Green Medical Centre are:

- Construction noise
- Unloading vehicles causing obstruction

3.1.17 This has a negative impact on the following Healthy Street indicators:

- *Not too noisy:* The construction noise along the route is loud.

- *People choose to walk, cycle and use public transport:* Obstructions on the footway reduce the enjoyment of walking and may impact the likelihood of people choosing to walk a route.

3.1.18 Improvements could include:

- The construction noise is likely a temporary impact.
- Increasing the number of loading bays in the area may reduce unloading in unsuitable areas.

### **CYCLING ROUTE TO CITY THAMESLINK STATION**

3.1.19 Table 2.15 and Table 2.16 outline the cycling route to City Thameslink Station. The route is on the whole fairly safe with a bike lane segregated from the main road, but the issues are presented below:

- The cycle lane, although segregated is very narrow considering the speed and volume of traffic along Farringdon Road.
- Road markings could be clearer at night especially as they have faded in places.
- Pedestrians spill into the cycle lane at crossing point

3.1.20 The route falls short of the following Healthy Streets indicator:

- *People choose to walk, cycle and use public transport:* If people feel uncomfortable cycling due to the narrowness they will not choose to cycle
- *People are safe:* Pedestrian and cyclist conflict points at crossing along Farringdon Road

3.1.21 Improvements could include:

- The cycle lane will be improved greatly by widening it and increasing the segregation from traffic with islands, and planting which would reduce the noise from vehicles. Higher visibility markings and lighting would improve the safety and experience at night.
- Create an island for pedestrians crossing Farringdon Road between the cycle lane and road to prevent spill into the cycle lane and ensure proper separation.

### **CYCLING ROUTE TO CLERKENWELL STATION**

3.1.22 Table 2.17 and Table 2.18 outline the cycling route to Clerkenwell Road from which many cycle routes are accessible. This section of cycle route is short, with well-appointed cycle infrastructure southbound. The following issues were identified:

- Northbound cyclists share the road with traffic along bus lane which can be very busy.
- Advanced stop line is only present for cyclists travelling in one direction

3.1.23 The route fails to meet the following Healthy Streets indicator:

- *People are safe:* Cyclists sharing the road with large vehicles increases the likelihood of conflict.

3.1.24 Improvements could include:

- Segregated cycle lanes going both directions along the full length of Farringdon Road.

## 4. CONCLUSION

- 4.1.1 This document has assessed eleven different routes to key destinations within the Active Travel Zone of the Proposed Development.
- 4.1.2 The fourteen key active travel routes to key destinations are:
- City Thameslink Station
  - Farringdon Station
  - Lincoln Inn Fields
  - Mosque
  - St. Albans School
  - St. Barts Hospital
  - St. Etheldreda's Church
  - City Thameslink Station (Cycle Route)
  - Clerkenwell Road (Cycle Route)
- 4.1.3 Key suggestions to improve the walking routes and to contribute to the Healthy Streets vision include:
- Improve lighting in some areas that are on streets away from the main roads (Farringdon Road, Holborn)
  - Look to improve greenery along routes to increase attractiveness and reduce noise pollution from busy roads
  - Review street furniture and clutter along routes. Consider placement of temporary signage carefully. Discussion with rental bike operators to reduce unsuitable parking of bikes along footway.
- 4.1.4 Key suggestions to improve the cycling routes to destinations and contribute to the Healthy Streets vision include:
- Wider segregated cycle lanes along all routes and ensure road markings are re-painted where they have worn
  - Ensure proper space for pedestrians at crossings to reduce spill into cycle lanes