



Space for Cycling

Putting it into practice (part 1)



Robbie Gillett
Space for Cycling Campaigner



Recap – Big picture messages

- **Space for Cycling** aims to create the conditions where anyone can cycle, anywhere
- Cycling needs to become a **safe, convenient and enjoyable** option for all local journeys
- We invite campaign supporters to call on councillors to commit to **high standards of cycle-friendly planning and design**, and the **funding** needed to make this happen
- This will help create **healthy and liveable streets** and communities which improve **quality of life for all**.



What they don't want:

Cycle “farcilities”



(see Warrington Cycling Campaign's “Cycle Facility of the Month” website or “Crap Cycle Lanes” book)



11,000 cyclists
protested to MPs
when draft
revision of
Highway Code
proposed that
cyclists should
“use cycle facilities
... where
provided”

Yet they strongly
support facilities if
done well

More cycle 'facilities'



What cyclists want



Over 1,100 responses to CTC survey.
Endorsed key principles:

- Less traffic
- Slower traffic
- Safety and priority at junctions
- “Dedicated space” on busier roads
- Traffic-free routes
- Cycle parking (convenient, secure, sheltered)
- Decent surfaces and maintenance
- To feel valued, not “kept out of the way of the traffic”



What does Space for Cycling mean in practice?



A range of solutions to create safe, direct, coherent, comfortable and attractive cycling conditions for all local journeys.

In general:

- **Protected space** for cycling along or across major roads / junctions.
- **Low traffic volumes and speeds** in town or city centres, in residential neighbourhoods, and on rural lanes.
- **Traffic-free routes** using parks and open spaces or rights of way – to complement (not substitute for) a cycle-friendly road network



The evidence for traffic and speed reduction: 3 key sources



- **“Cycling for transport and public health”** (Euro J Publ Health), relationship between infrastructure and cycle use. Cycle routes / lanes positively associated with to cycle use. Didn’t cite evidence of benefits from 20mph.
- **“Infrastructure and cyclist safety”** (Transport Research Lab report for DfT). Greatest benefits from speed reduction e.g. 20mph, raised tables at side-road junctions, signalling larger junctions. No detectable safety benefits from cycle lanes.
- **“Transport, Physical Activity and Health”** (UCL for DfT). Says **“The key relationship is between car use and physical activity. In order to increase levels of physical activity, it is necessary to reduce car use.”**

When should we support segregation?

- Where there is the will to do it well!
- priority over turning traffic at junctions (hence need for Traffic Signs Regulations and General Directions (TSRGD) rule changes);
- no pedestrian conflict; good widths, surfaces & maintenance





White paint?



- Where LA budget only covers white paint, using it for on-road 'dedicated space' may be a more cost-effective way to boost the "cyclists' vote"? London doubled cycle use without segregation, maybe creating potential for successful pro-segregation campaigns.

Priority at junctions



- N.B. In Netherlands, Denmark etc, turning drivers give way to straight-ahead cyclists, even on green lights. DfT is consulting on rule-changes to TSRGD (traffic signs rules & general directions) to address this.



New Design Standards



- Welsh design standards for Active Travel (Wales) Act;
Drawn up in parallel to the Draft London Cycling Design Standards (LCDS) published in June.
 - network planning guidance and template design drawings
- LCDS includes Cycling Level of Service (CLOS) assessment tool ...
 - ...based on 5 Dutch criteria of
 - 1.Safety
 - 2.Directness
 - 3.Comfort
 - 4.Coherence
 - 5.Attractiveness, (plus in London – a 6th one: **Adaptability**)
 - Welsh Guidance has a simplified version of CLOS tool and omits adaptability.



- Guidance also from Transport for Gtr Manchester, Birmingham, Highways Agency (not to mention CTC, Cyclenation, Sustrans...)
- Government must set standards, promote professional training

Cycle route audit tool

Key requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey		
	Continuity and <u>Wayfinding</u>	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width is distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m		

- Based on Cycling Level of Assessment (CLOs) tool from (draft) London Cycling Design Standards (LCDS2)
- Max score 50, must achieve 35 to be on the maps



Protected space for major roads



- **Physical protection preferred**
 - The higher the traffic volumes and speeds, the more important this is
- **Permeable protection**
 - OK at lower speeds. Has some advantages: flexible for cyclists, adaptable, avoids costs of relocating drainage.
- **Dedicated space without physical protection**
 - May be OK at low volumes and speeds, but don't excuse it simply because 'space is tight'. If that's true and traffic is too fast/busy for child/less confident riders, then reduce traffic volumes and/or speeds
- **Junction priority and safety is critical...**

Lewes Rd, Brighton



Royal College St, London



Cambridge



Junctions and crossings

- Unsignalised priority at side roads
- Separate cycle signals
- Dutch-style roundabouts
- Bridges or underpasses
(expensive but can be necessary)



Dutch cycle track with unsignalised priority



Sharks teeth
(triangles)

Elephant's
Feet
(square
blobs)

Traffic lights (Bristol)



Dutch Style Roundabouts





Space for Cycling

Putting it into practice (part 2)



Robbie Gillett
Space for Cycling Campaigner



Lower speeds

- 20mph the norm for most urban streets, 40mph or less for rural lanes
- Add physical traffic calming only where needed
- 20mph zones and limits: distinction now blurring
 - 20mph zones boundary signs only but needed speed reducing measures, these can now be roundels. Guidance suggests max edge-to-edge distance of 450m, but not binding
 - 20mph limits don't need speed reducing features but do need repeater signs
- Community-friendly design better than intrusive traffic calming





Lower speeds: evidence of benefits



- 20mph zones in London reduced casualties by 42% compared with 8% in surrounding streets. Cycle casualties dropped by 17% (i.e. less than other modes), but cycle use grew. (Grundy et al, BMJ)
- 25% casualty reduction in Dutch 30kmh zones (SWOV 2009)
- Bristol 20mph zones found 10-36% increases in walking and 4-37% increases in cycling
- Lots more info at www.20splentyforus.org.uk/briefings.htm
- Dutch have achieved greater benefits from rural 70kmh (c40mph) than urban 30kmh (c20mph)



Build local support



- 75% support 20mph, incl 72% of drivers
- You may need to prove this locally to overcome opposition (e.g. Brighton)
- Some police forces reluctant to enforce 20mph limits (they prefer self-enforcing zones) but can be won over by demonstrating support (e.g. Edinburgh)

“Filtered permeability”: restricting through traffic in town centres and residential streets

- A few well-placed bollards can work wonders
- 2-way cycling on 1-way streets perfectly safe (Greening Europe project)
- Pedestrians and cycles can mix safely: reported conflict greatly exaggerated (TRL 2009)
- Leicester cycle + pedestrian-friendly town centre: code of practice for cycling agreed between stakeholders including RNIB



Routes free of motor traffic



- Good widths, surfaces, maintenance, signing
- Generally better not to segregate peds and cyclists, if peds are wandering or playing (rather than walking)
- Avoid access controls – else must be compliant with Equalities Act, i.e. permeable to cyclists with disabilities using non-standard cycles
- Clearly visible/reflective bollards will do!

Finding the funding

- Use opportunities from new developments and planned maintenance: road resurfacing is an opportunity for a cycle-friendly redesign



A recent shift in the segregation debate



- CTC's infrastructure views previously well established. but renewed debate over segregation began in 2010.
 - Impact on UK cycle campaigners / planners of visiting Copenhagen (VeloCity 2010)
 - Successes from New York and Seville
 - Bloggers
 - LCC's "Love London Go Dutch" campaign
- CTC and Cyclenation historically "segregation-sceptical", but our reasons were unclear. Did we just dislike lousy segregation, or did we oppose segregation in principle?
- Took soundings via CTC-CN conference, Cycle Digest, Cycle magazine, an online survey, an expert panel and an evidence review...



Space for Cycling

Putting it into practice (part 1)



Robbie Gillett
Space for Cycling Campaigner

