



Creating Space for Cycling

A guide for councillors



LONDON
CYCLING
CAMPAIGN



Summary

This booklet has been developed by the London Cycling Campaign, as part of our Space for Cycling Campaign, to help local councils achieve the benefits cycling can bring to all Londoners. It aims to showcase the kind of policies and measures that help to create safe and inviting space for cycling that will enable all types of people, of all ages and abilities, to cycle safely.



Why cycling?

Streets aren't dominated by motor traffic and are instead designed to allow safe cycling and walking, are more pleasant places that people want to be in. They create family friendly spaces that bring increased independence and confidence to all.

Cycling has a huge range of benefits for local people and society as a whole.

- Increased cycling levels can benefit the whole community by making town centres more 'liveable.' Cities like Amsterdam and Cambridge are magnets for tourists and commerce because they are more cycle and people-friendly.
- As the Dutch and Danes have found, increased cycling can generate economic as well as environmental benefits. Cyclists typically spend as much as motorists though their spending is spread over more trips and often benefits the local high street. In Kingston a survey showed cyclists and pedestrians were the biggest spenders over a period of a week.
- Investing in cycling is cost-effective. Cycle facilities create transport capacity at the fraction of the cost going underground building railways and bikes offer riders an efficient, cheap and convenient door to door journey.
- Not everyone wants to cycle but if the quarter of Londoners who say they want to do so, did, congestion would fall and demand for car parking would ease.
- Switching to cycling reduces air pollution. London has some of the highest rates of air pollution in Europe. Motor vehicles are a significant source of emissions of air pollutants such as particulate matter (PM) and oxides of nitrogen (NOx) which are harmful to human health. Air pollution is estimated to cause over 4000 premature deaths per year in the city.
- Cycles are quieter than motor vehicles. Noise pollution has a severely detrimental effect on quality of life.
- Encouraging cycling has immediate health benefits to the individual as well as long term savings to society from reduced healthcare costs. Obesity costs London £1 billion per year. Increased cycling levels may help to reduce those costs.
- Increasing the amount of regular exercise – even short but regular cycling trips at an easy pace - gives substantial and long-lasting health benefits to individuals, including 'reduced risk of heart disease, cancer, diabetes, and other serious diseases.
- Bikes cause far less damage to our roads, compared to motor vehicles. Therefore increased cycling and fewer motor traffic journeys can help to reduce costs for maintaining roads.

What is Space for Cycling?

Space for Cycling is our campaign calling on London's councils and decision makers to create high quality, safe and inviting space for cycling on our streets. What we mean by 'space for cycling' can take many forms, but it's about adopting the highest quality of design and cycling infrastructure for our streets to make them safer for people who cycle, or want to cycle.

At the heart of our Space for Cycling campaign are six key measures:

- 20mph speed limits
- Protected space for cycling on main roads and major junctions
- The removal of through motor traffic and cutting out rat runs
- Safe routes to schools
- Liveable town centres and cycle friendly high streets
- Safe space for considerate cycling through parks and green spaces

These are the measures and treatments that would make London's streets safe and inviting for cycling. If implemented widely they will benefit not only those who cycle now, but would help encourage people of all ages and abilities to travel by bike.

Not only that, such measures would make our neighbourhoods more pleasant and prosperous places for everyone to enjoy, not just those who cycle.

Our six key measures are typical of the kinds of interventions already shown to work in high-cycling cities and countries across the world, and we want to see all these measures consistently applied across London.

They would create the kind of cycling conditions that are hospitable to the young, the old, the nervous and the wobbly, as well as existing cyclists.

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for
cycling**





Lowering vehicle speeds to 20mph as the general rule makes our streets safer for everyone. In particular, 20mph streets reduce the level of danger posed by motor vehicles to cyclists and pedestrians, especially children and older people.



Installing high quality protected cycle lanes on main roads and through major junctions reduces the collisions between cycles and motor vehicles and can encourage more cyclists to make more use of these direct routes safely.



Stopping rat-running motor traffic from using minor or residential streets, but allowing cycles to pass through, helps to create safer, quieter streets that are suitable for people of all ages and abilities to walk, cycle and play in.



Creating safe routes to local schools can encourage and facilitate more school children and parents to cycle or walk to school. This reduces motor traffic during peak times and has health benefits for all the family.



Creating safe cycling routes to and around town centres makes it easier for people to reach local amenities by bike. This can reduce congestion, as well as make local high streets nicer places for people to use and visit.



Opening up more green spaces for considerate cycling, such as through parks and along canals, can provide pleasant, safe spaces and routes for people to use away from motor traffic. They are especially suitable for families.

Why are Local Councils important?

London's councils control 95% of the London's streets. They therefore have a vital role to play in the creation of safe space for cycling across the capital, as well as in encouraging and enabling more local people to cycle.

London Cycling Campaign is calling on all London's councils to make improvements to their local streets, green spaces and neighbourhoods to help create safe space for cycling.

To help them do this, in 2014 we and our network of local borough groups created a list of 629 specific local improvements that would help to make cycling safer; one for each electoral ward in London.

These are all linked in with our six *Space for Cycling* principles.

You can view this list on our interactive Space for Cycling Map: <http://action.space4cycling.org/>

This list is by no means exhaustive, but if delivered, would go a long way towards creating safe space for cycling in local areas.

We and thousands of our supporters asked local councillors to pledge their support for these specific improvements as part of our Space for Cycling Local Election campaign. As a result, almost 50% of London's elected councillors pledged to support Space for Cycling.

We're already seeing progress in some boroughs to make Space for Cycling a reality, but would like to see much more across the whole of London.

New road schemes or developments often don't include adequate provision for cycling and current road layouts and designs can be unsafe or outright dangerous for people on bikes.

Whilst there are some good examples and great schemes for cycling across London, these are not widespread or common enough to create a truly safe cycling city where people of all ages and abilities feel able to cycle.

Cycling, walking and driving need different design requirements; providing space for each of these groups can help to reduce casualties on our roads.

All London's authorities must put a greater emphasis on encouraging cycling and walking by creating Space for Cycling.



Design solutions

What does space for cycling look like?

Applying our 6 key safe space for cycling measures and treatments consistently across London will help to create a safer, cleaner, healthier city for everyone. All cycling infrastructure should be high quality, safe and inviting and accessible to all.

So what does this look like in practice?



20mph speed limits

It is increasingly accepted that 20mph speed limits save lives and reduce danger for all road users.

Where cyclists must share space with motor traffic, reducing the speed differential is important: both for reducing the risk of death and injury, and for creating more pleasant cycling and walking environments.

Speed significantly increases the chance of being fatally injured in a collision and over 20% of all road deaths in London are linked to excess speed.

Implementation

Aside from on certain main roads, the speed limit across London should be 20mph. Such speed limits must be enforced with cameras, average speed cameras or 'self-enforcement' measures.

Many London boroughs operate 20mph zones on borough roads, including Southwark, Hackney, Waltham Forest, Haringey, Lewisham and Lambeth.

The London boroughs of Islington, Camden and City of London have 20mph speed limits on all borough roads, enforced with signs and road markings. In April 2015, Tower Hamlets introduced a borough-wide 20mph limit.

In March 2015, the Mayor and TfL announced that 20mph speed limits would be piloted on the TLRN (TfL road network) introduced on some of the busiest roads in central London.



There is a distinction between 20mph *limits* and 20mph zones.

20mph limits are areas where the speed limit has been reduced to 20mph but there are no physical measures to reduce vehicle speeds, only repeated signs to remind drivers. These are appropriate for roads where the average speed is already below 24mph, or for roads which give the impression that a 20mph speed limit is appropriate, such as narrow residential streets.

20mph zones use traffic calming measures to slow drivers, meaning that the zone should be 'self enforcing'. 20mph zones make use of humps, chicanes, road narrowing and raised tables; forcing traffic to slow down. But it is important that such measures do not discourage cycling or put cyclists at risk. Badly designed chicanes can encourage close overtaking, while traditional speed humps can be hazardous for cyclists. Solutions such as high quality cycle bypasses around road narrowing and sinusoidal humps can overcome these risks.



Implementation

More dedicated, high quality infrastructure should be installed on main roads, as well as upgrades to existing inadequate or incomplete provision, to give people of all ages and abilities access to the whole road network by bicycle. Special attention must be given at junctions to ensure that conflicts do not occur between motor vehicles and cyclists.

Key aspects of providing good protected cycle tracks are:

- Separate from pedestrians
- Parking must be between the cycle lane and traffic lane

Protected space for cycling on main roads and at junctions

Currently, most main roads make cyclists mix with heavy and/or fast moving motor traffic, including heavy goods vehicles (HGVs), which people can find intimidating, especially children or those new to cycling. The potential for serious and fatal collisions is ever present and these kind of cycling environments are a major barrier to cycling.

- Continuity around bus stops
- Segregated cycle tracks must be wide enough for the expected number of cyclists to use without conflict
- For average flows the minimum should be 2.1m wide for a one-way track and 3m for a two-way track
- Cycle lanes with no physical separation can be used where there are low volumes of traffic

London Cycle Design Standards gives full guidance on the appropriate widths of cycle lanes and tracks

Existing cycle lanes are often littered with obstacles. No driver would tolerate trees, wheelie bins, utility boxes, lampposts, or narrow gates in the middle of the carriageway. Obstructions like these make cycling much more difficult, and dangerous, especially for those with disabilities, adapted bikes or people using trailers or cargo bikes.



Cycle routes should be direct, well-signed and easy to follow. Stop-start routes which don't maintain momentum are off-putting and can be hard work! Cycle infrastructure should never involve sharp 90 degree turns and shouldn't involve the need to give way at every side road or driveway. Crossings and traffic lights should detect the presence of cyclists to reduce waiting times by having more frequent but shorter timings for cycle traffic.



Physical measures that separate motor traffic from dedicated cycle lanes will cater for the needs of all cyclists and there are a number of innovative ways to do this including kerbs, bollards and planters.

In Kingston, plans are in place for a segregated two-way cycle track as part of the borough's mini-Holland scheme. This has some impressive features; fully protected space, floating bus stops, and refuges for turning cyclists. It will be valuable for family and novice riders.



Kingston Mini Holland plans include a segregated two-way cycle track

Areas without thorough motor traffic

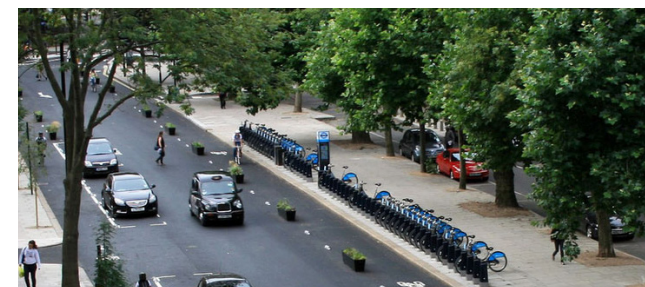
People are reluctant to cycle or even take their children on foot on streets with significant motor traffic flows, because they are perceived as unsafe, noisy and polluted. Many residential streets or side streets which could be quiet areas, safe for walking and cycling are used as 'rat-runs' by motorists trying to avoid traffic on busy main roads. When an area is made safer, quieter, and more pleasant, walking and cycling become more attractive choices.

Implementation

There is a solution; known as 'filtered permeability', this involves using 'point closures' to cut off rat running traffic through residential areas.

Methods can include using bollards, planters, or trees to block traffic, but still allow cycles and pedestrians to pass through. A residential area can be filtered, so that all parts and all addresses can still be reached by motor vehicle (for deliveries, access for emergency services, or to start or end journeys) but direct routes across these quiet zones are only possible by non-motorised modes of transport, like cycling and walking.

We've seen a number of boroughs use filters on residential streets to create safe space for cycling and walking. They are an inexpensive way to help to create the kind of streets where it's great to live, shop and play, and can especially benefit young children who wish to cycle or walk to school.



Royal College Street in Camden uses planters to create a protected cycle lane



Sections of Cycle Superhighway 2 feature 'floating bus stops' allowing continuity for cyclists to manoeuvre around bus stops safely

Space for Cycling on the Cycle Superhighways

London Cycling Campaign is looking forward to seeing the completion of the North-South and East-West Cycle Superhighways which will create safe cycle routes from Elephant and Castle to King's Cross, and Tower Hill to Paddington. These routes, which are currently under construction, will feature segregated cycle tracks and junctions redesigned to separate cyclists from motor vehicles. Providing space for cycling of this kind in London will be a huge step forwards in creating safe, inviting streets where everybody feels able to cycle.

The North-South and East-West Cycle Superhighways will be completed in 2016.



London Cycling Campaign would like to see more areas like this, to help create safe, pleasant cycling and walking routes.

Councils should study existing and potential 'rat-running' traffic and put in barriers at carefully chosen points to stop traffic trying to cut-through residential streets or side roads.



Westminster



Haringey



Safe routes to schools

Only 1% of schoolchildren's journeys are currently made by bike in London, although many more children and young people would like to ride. Our national child obesity levels are among the highest in Europe, and many of London's children have relatively little play space near their home.

Cycling and walking to school are great for children's physical and mental health. Physical activity is related to academic achievement and can set up great habits for adult life, with long-term health benefits. Furthermore, less motor traffic on the school run will make streets safer and more pleasant for all users.



Implementation

Implementing space for cycling measures would help to create safe routes to schools across London. Local schools can help to identify barriers to safe cycling and measures can be taken to address these, such as:

- Managing parking effectively and enforcing parking restrictions around schools to reduce motor traffic danger.
- Closing rat-runs around schools by filtering local streets (see page 9).
- Installing suitable safe crossing places on desire lines to schools that cross busier roads.
- Identifying safe routes to schools, publicising them and assisting families in using them.



This street in Hackney is closed to through traffic, allowing safe cycle passage (Photo: Jono Kenyon)

Pedestrians and cyclists have benefited from a Dutch design model used to transform Leonard Circus in Hackney into an attractive, people-orientated, shared street space. Kerbs have been removed and road markings and traffic signs minimised to de-prioritise vehicles and encourage motorists to drive slower and give way to people on foot and bike.

Since its completion - a vast improvement on the awkward layout that existed before - we've seen a number of children using the area as a safe route to nearby schools.

More designs like this across London, which prioritise cyclists and pedestrians, would help to create safer space for children who wish to cycle or walk to school.



Leonard Circus in Hackney

Cycle routes in green spaces

We know people generally prefer to cycle away from motor traffic, making London's parks and green spaces some of the most appealing cycling environments. Off-road cycle routes can attract groups currently under-represented amongst London cyclists.



But London has an incomplete 'Greenway' network and many off-road routes are poorly maintained and badly connected to each other. Some have barriers that obstruct cycling, even where it is permitted. These barriers are problematic for disabled cyclists and those carrying children, and can obstruct wheelchair users. Furthermore many of London's parks do not allow considerate cycling around and through them, making them off-limits for those wishing to cycle.

Implementation

Investment in off-road routes can be a cost effective way to widen participation in cycling. A TfL monitoring report found that these routes can be particularly attractive to people who might not feel able to walk or cycle otherwise. They support the physical, mental and emotional health of urban children and adults.

- Councils should allow access through parks for considerate cycling, perhaps initially on a trial basis.

- Barriers obstructing cycles on off-road routes should be removed
- Existing facilities should be properly surfaced, well-lit and general well-maintained. This involves no potholes and no loose gravel, which can be hard work and dangerous for cyclists
- Infrastructure linking up traffic-free routes should be created
- Routes should be well-signed
- Off-road routes shouldn't vary in height. Kerbs, steep ramps, narrow barriers and tight bends are difficult to navigate and can prevent some users from being able to cycle the route



Dropped kerbs allow smooth access



Barriers like this that are difficult to navigate on all bikes should not be used.

In Greenwich, as part of the borough's Cycling Strategy, a number of Greenway networks have been developed and improved to create off-road links and traffic-free routes.

The 'Ridgeway', a 2.7km path between Plumstead and Harrow Manor Way has recently been upgraded to include a 2.5m wide shared use path creating a pleasant and safe route for cyclists and pedestrians.

In Eltham, a network of Greenway cycle routes have been completed around Avery Hill Park, and in the Coldharbour area a number of off-street links have been improved for cyclists, including resurfacing and widening paths to allow cyclists to avoid the busy A20 trunk road.

Deptford Creek Bridge, linking up the Thames Path between Deptford and Greenwich was completed in January 2015.



The opening of the swing bridge will mean cyclists and pedestrians can follow a safe and quiet route along the Thames. Previously, walkers and cyclists had to take a lengthy detour along the busy Creek Road (A200).

Cycle friendly town centres

Many of London's high streets and town centres have become run down congested traffic arteries. As the internet transforms our shopping habits, town centres have suffered, but they can be revitalised. They need to be places where people want to spend time, meet friends, enjoy social activity and access a variety of services.

Vibrant high streets improve quality of life, support the local economy and enhance the environment by reducing the need for travel. Creating pleasant shopping areas will benefit many businesses, including plenty of passing trade from cyclists and pedestrians.

Implementation

To build liveable town centres, we need to prioritise people over motor traffic, creating space that can be enjoyed by the local community and that encourages walking and cycling. This can create lively, pleasant places that are economically viable and socially vibrant. Measures could include:

- Making the town centre or high street 20mph.
- Building protected cycle lanes on high streets that are main roads with high traffic volumes.
- Removing through motor traffic from a local high street where there is an alternative route.
- Replacing motor traffic space with amenity space, such as café tables on pavements and bike parking.
- Installing good quality cycle parking, which is essential for the start and end of a journey and can encourage more journeys to be made by bike. Cycle parking is a very efficient use of space, compared to car parking.



In Waltham Forest, the council trialled road closures in and around one of the local high streets, Orford Road in Walthamstow as part of the borough's mini-Holland plans.

During the trial, families with young children on bikes and scooters filled the street. Temporary barriers and trees in wooden planters showed "Road Closed" signs and the whole street looked and felt much more pleasant. Local people commented how, without cars, the streets felt safer and 'more fun' and many said the road closures encouraged them to make more journeys by bike during the trial period. Schemes like this, to improve local town centres by making them more accessible for cycling and walking and reducing motor traffic, could be replicated all over London to reinvigorate our local high streets and town centres.



Orford Road, Walthamstow, during the trial road closures in 2014.

Myth buster

Can London really be a true cycling city?

Yes! The Netherlands once had streets that were unfriendly to cyclists. They turned this around over many years by consistent investment in high quality cycling infrastructure. Other cities in Europe and North America have shown how investment in cycling can work. Copenhagen only started on its cycling programme in the 1980s and has now reached a stage where 30% of journeys are made by bike, ten times that of London.

Is your campaign only about cycle lanes?

No, different streets require different solutions. High quality cycle lanes are likely to be the solution on many main roads, while others might benefit from having motor traffic reduced, removed or calmed. Our Space for Cycling measures cover the range of things that can be done to create safe space for cycling on London's streets. High quality space for cycling addresses the needs of cyclists and prioritises cycling (and walking) at junctions.

Won't creating space for cycling cost too much money?

London's population is rapidly growing with more than 1 million additional Londoners expected in the next decade. The transport system will become increasingly unpleasant and unusable unless a far greater number of us are cycling. The cost of improved cycling conditions is a fraction of what it costs to build new tube or rail lines, so investing in cycling is the most cost-efficient way to increase mobility and trip choices. By enabling more Londoners to cycle, we ease pressure on public transport and the road network. One third of Londoners say they'd like to cycle if conditions were improved. In the long term, higher cycling rates can reduce health care costs and air pollution.

Won't change take a very long time?

London is constantly evolving and being developed and rebuilt. If cycling was considered, prioritised and included in all new projects and street design,

it wouldn't take long to have a positive impact on cycling. We need a constant and ambitious programme that will last many years. London's politicians need to make big changes now and continue to build on them in future.

Isn't cycling just for the young, fit and healthy?

Not at all. Cycling infrastructure that's designed to a high standard will attract a wide cross-section of users. In the Netherlands, nearly half of all primary children cycle to school and plenty of older people cycle. Most journeys made in London are only a few miles long; a distance that is easily cycled in under 30 minutes, even at a slow pace or on adapted bikes. Age, health and ability are not a barrier to cycling as long as the environment is safe and inviting.

Cyclists break the law and don't deserve space for cycling

Focusing on the behaviour of a minority of cyclists is no justification for not providing safe infrastructure for the majority of other people who currently cycle, or would like to. Cyclists are often singled out for ignoring traffic laws, when other road users, such as motorists, who pose a much higher risk of harm to others, also break the law. Illegal behaviour by cyclists is only a factor in around 4% of cyclist collisions whereas the largest cause of collisions is dangerous or careless behaviour by motorists, who are far more likely to cause death and injury than cyclists riding irresponsibly or illegally. We believe that creating safe space for cycling will encourage people on bikes to respect the law.



Designing for Cycling – help and advice

There is plenty of help and advice out there to help councils design for cycling.

• London Cycling Campaign Consultancy Services

London Cycling Projects team at LCC applies the knowledge and expertise gathered over 30 years to design and deliver cycling services for local government, corporates, landowners and universities. We can create behaviour change programmes, develop cycling strategies and use our extensive networks to identify the best locations for cycling infrastructure.

Contact:

cyclingprojects@lcc.org.uk

020 7234 9310



• London Cycling Campaign Local Groups

London Cycling Campaign has a network of Borough Groups across the capital. These volunteer-run groups work locally to campaign for change and get more people out on their bikes in their boroughs. They have an in-depth local knowledge of local cycling issues and are always happy to meet councillors and Cycling Officers to discuss local cycling plans, as well as input into schemes and collaborate on making them work. Their contact details can be found here: www.lcc.org.uk/in-your-area

• The London Cycling Design Standards (LCDS)

This is a TfL document that sets out requirements and guidance for the design of cycle-friendly streets and spaces. It should be used by all those who shape the street environment through planning and street design, as well as engineers designing cycle-specific infrastructure. It forms one part of TfL's Streetscape Toolkit, and should be read in conjunction with the other constituent documents, including the Streetscape Guidance.

• Cycling Level of Service Tool

This tool is included within the LCDS is a system of grading cycling infrastructure against best practice standards. The key principles are safety, directness, comfort, coherence, attractiveness and adaptability. It should be used to evaluate and grade proposed plans and infrastructure to ensure they meet the high standards required to deliver safe space for cycling.

London Cycling Campaign

London Cycling Campaign is a charity with 40,000 supporters and 32 volunteer-led borough groups.

We campaign for safe space for cycling. We believe that every Londoner, whatever their age or ability, deserves safe and inviting space for cycling on all London's streets.

Our vision is to transform our city into a healthier, cleaner and happier place to live, where cycling is a safe, convenient and enjoyable transport choice for anyone who wants to ride the streets conveniently and without fear of collision for all types of journey; for work, to the shops, to school and for leisure.



Contact details and Useful information:

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Resources:

- Space for Cycling map:
<http://action.space4cycling.org/>
- Find a LCC local borough group:
<http://lcc.org.uk/pages/in-your-area>
- Making Space for Cycling -
a guide for new developments
and street renewals:
<http://www.makingspaceforcycling.org/>
- London Cycling Design Standards:
<https://www.tfl.gov.uk/corporate/publications-and-reports/cycling>