



Space for Cycling

Putting it into practice (part 1)



Roger Geffen

Campaigns & Policy Director, CTC

Key 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 Cllrs (and later MPs) 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**.



Outline of measures

Space for Cycling: 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: 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”* (TRL 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.”**

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...



New London Cycling Design Standards (LCDS) etc



- Consultation draft LCDS published yesterday:
<https://consultations.tfl.gov.uk/cycling/draft-london-cycling-design-standards>
- Key features:
 - Includes method for measuring “level of service” ...
 - ...based on 5 Dutch criteria of Safety, Directness, Comfort, Coherence and Attractiveness, plus a 6th one: Adaptability
- Guidelines also emerging from Transport for Greater Manchester, Highways Agency Welsh Government (not to mention CTC, Cyclenation, Sustrans...)
- Government must set standards, promote professional training

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...**



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 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

Views on segregation



- “Hard sceptics” (minority): fear laws requiring their use, say tackling bad driving is more important (but accept possible benefits if done well).
- “Segregation supporters” (minority): feel CTC should be more positively pro-segregation but recognise need for high standards.
- “Soft sceptics” (middle group, large majority): keen on idea of continental-style segregation but wary of supporting it given what we get in UK.

The segregation debate: what you said

In the last *CycleDigest*, we said we would be reviewing CTC's stance on the debate around segregated cycle facilities, and invited comments on some early thoughts. Thank you for the fantastic response. Roger Geffen, CTC's Campaigns and Policy Director, now reports on the feedback...

A wide spectrum of opinion

Well, your responses certainly covered the full range of opinions! Some of you were very much in favour of high-quality segregated facilities, even including some hardened urban cyclists who are perfectly happy 'mixing it' on busy roads. Others were much more sceptical. Comments included concerns that UK laws didn't support segregated facilities because they don't give cyclists priority at junctions; that they would encourage illegal cycling on pavements more generally; that they would continue to be designed to the very poor standard typical of the UK; and worse still, that promoting segregation could simply lead to cyclists being banned from the roads and forced to use these substandard 'facilities' that don't facilitate cycling at all, being designed purely to get cyclists 'out of the way'.

support coming behind us again, but with funding still tight, this is a pitfall we definitely want to avoid falling into a second time! We need to agree on some standards that define what we mean by high-quality segregation, so that we can decide when to support it, when to reject it and when to argue that an on-road solution is bound to be a better answer. Agreement on these standards could prove crucial for maintaining the necessary unity among cycle advocates to secure strong political backing for pro-cycling schemes and programmes to be funded and delivered to a high standard.



- Spread of views largely consistent among CTC members / non-members, males / females, young / old (i.e. you can't 'stereotype' people's views).
- Common ground: **need for high standards!**

When should we support segregation?

- Support segregation where there is the will to do it well: priority over turning traffic at junctions (hence need for TSRGD rule changes); no ped conflict; good widths, surfaces & maintenance
- 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.
- Tackling major junctions / barriers may (initially) be a higher spending priority.





Junctions and crossings



- Unsignalised priority at side roads
- Separate cycle signals
- Dutch-style roundabouts
- Bridges or underpasses...

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






Where does this leave the 'Hierarchy of Provision'?



- Hierarchy of Provision (originally 'Hierarchy of Solutions') first appeared in 'Cycle Friendly Infrastructure', joint DfT/CTC/IHT/BA publication 1996. Reappeared in various guides since: old Local transport note LTN 1/04, Manual for Streets, LTN 2/08.
- Much criticised in recent years: mixes ends and means (fair); mentions footway conversions (even if as undesirable) but not quality segregation (which should be desirable), hence 'permits' the latter (partly unfair).
- Some underlying principles still stand: reducing traffic vols and speeds are still top goals, vital for high-quality reallocation of road-space and junction capacity (which is essential for dedicated space, segregated or otherwise). Footway conversions still to be avoided.

 <p>Consider first</p>	i. Traffic volume reduction, traffic management
	ii. Traffic speed reduction
	iii. Junction redesign or hazard site treatment
	iv. Reallocation of carriageway space, e.g. quality cycle facilities
	v. Conversion of footways to shared use for pedestrians & cyclists
Consider last	



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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)
- Peds and cycles can mix safely: reported conflict greatly exaggerated (TRL 2009)
- Leicester cycle/ped-friendly town centre: code of practice for cycling agreed between stakeholders including RNIB



Cycle parking



- Sufficient: add more when 80% full
- Conveniently located
- Secure
- Sheltered
- Protects bike



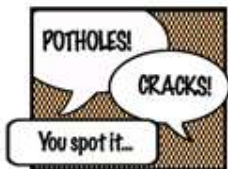
Maintenance

Aim to take account of cyclists' needs in:

- Systems for reporting carriageway, lighting and other defects
- Inspection frequencies
- Defect intervention standards
- Winter maintenance
- Obstruction and vegetation clearance

Road resurfacing is an opportunity for a cycle-friendly redesign – e.g. New York City, Plymouth

FillThatHole
.ORG.UK



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





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