

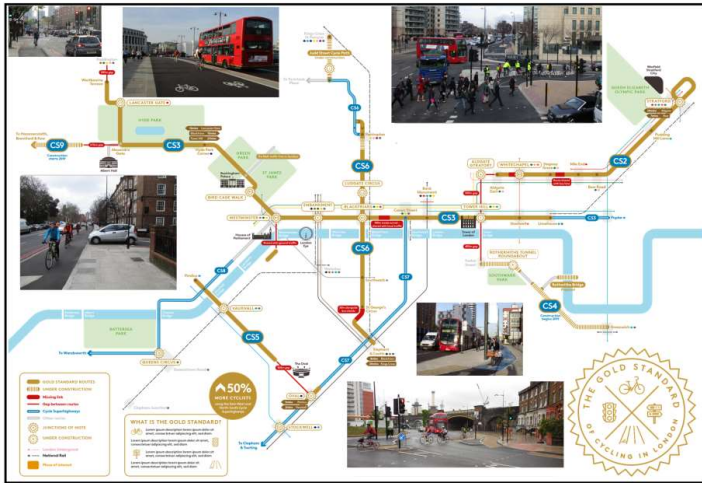
# Development of a map to highlight 'Gold Standard' cycling provision



Neil Guthrie (presenting)  
and Dermot Hanney

# Background

- New cycle map developed jointly by Neil Guthrie and Dermot Hanney
- Self-funded project
- Map to be published at [www.routeplanroll.com](http://www.routeplanroll.com) in July 2019 ~~~



# The need for a new map

- Unprecedented shift in quality of London cycling infrastructure since 2015
- Now 30km+ of high-quality segregated cycling infrastructure in Inner London matching the quality of the best facilities in Europe
- But ... no-one knows exactly where the routes are
- Like having a new public transport network (e.g. Crossrail) but no way of finding out how to use it. ~~

# The need for a new map

- Confusing current branding of cycle routes (Cycle Superhighways, Quietways, Cycleways, non-branded routes) not linked to quality of provision
- Quality varies enormously – some non-branded routes are much better than some Cycle Superhighways. ~~



## Main aims of the new map

1. Introduce concept of quality control to the description of cycle routes
2. Locate high quality routes clearly, and therefore enable cycle trips with reassurance on the level of protection that can be expected
3. Help educate people (planners, designers, campaigners) about the recent developments in London's cycling infrastructure. ~~

## Other aims of the map

- Collate available information relating to the cycling infrastructure on:
  - Costs
  - Impact on cycle flows
  - Timeline – note when were the facilities introduced
- Technical details – highlight the most innovative links and junctions
- Disseminate information – London a test bed for cycling innovation, little is done to disseminate (strengths/weaknesses) beyond the capital.
- Includes routes under construction (or signed off) – enable monitoring of progress and keep pressure on their development ~~

# Target audience



- Visitors to London e.g. tourists cycling in Hyde Park enjoying a ‘traffic free’ experience but not aware that they can, for example, travel 8km to Shadwell, 6km to Elephant&Castle on protected routes.
- Residents in London not aware of extent of segregated routes e.g. someone living in Stratford can now cycle 11km to Westminster Bridge on protected routes (just a 500m gap on untreated roads).
- People working in the profession inquisitive about the new facilities and wishing to visit them, observe behaviour, take photographs etc.
- Media – alert journalists to the extent of the Gold Standard network and the need to fill in short missing links.~~



# Features of the map

- Gold Standard cycling provision – logo and definition.
- Photographs of facilities – enable people to see quality of protection on links and junctions.
- Journey time information – alert people to (usually surprisingly quick) journey times by bike
- Rail based public transport information – key Tube and National Rail stations highlighted to encourage bike/rail combinations e.g. for those using hire bikes~~





# Gold Standard – what does it mean?

- Segregation on links, protected movements through signalised junctions (gates, single and two-stage turns, early release, hold the turning traffic)
- Stepped and kerbed segregation = Gold Standard
- Light segregation is ambiguous – ‘light seg’ routes in London are not ageing well. Use with caution. Case by case.~~

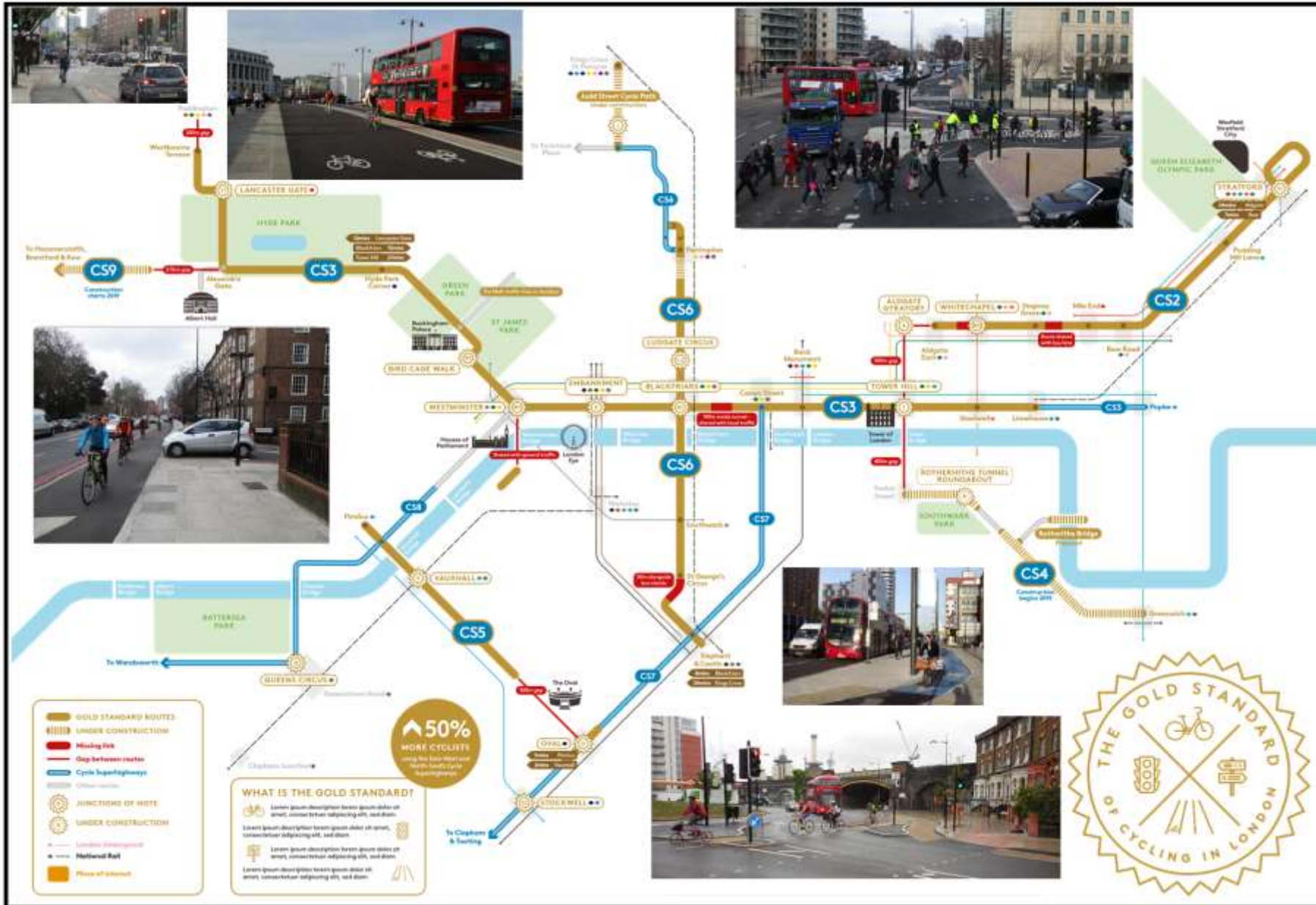


# What have we included in (and excluded from) our map?

- CS6 extension (autumn 2018) main-road section is on the map.
- CS6 backstreet not included Gold Standard (untreated junctions, mixing with general traffic, parked cars etc.).
- High quality, unbranded routes including Judd St and Lambeth Palace Rd ~~

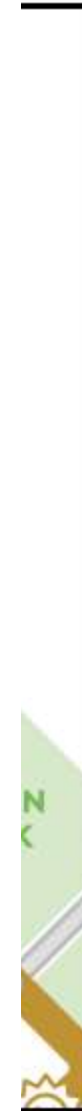
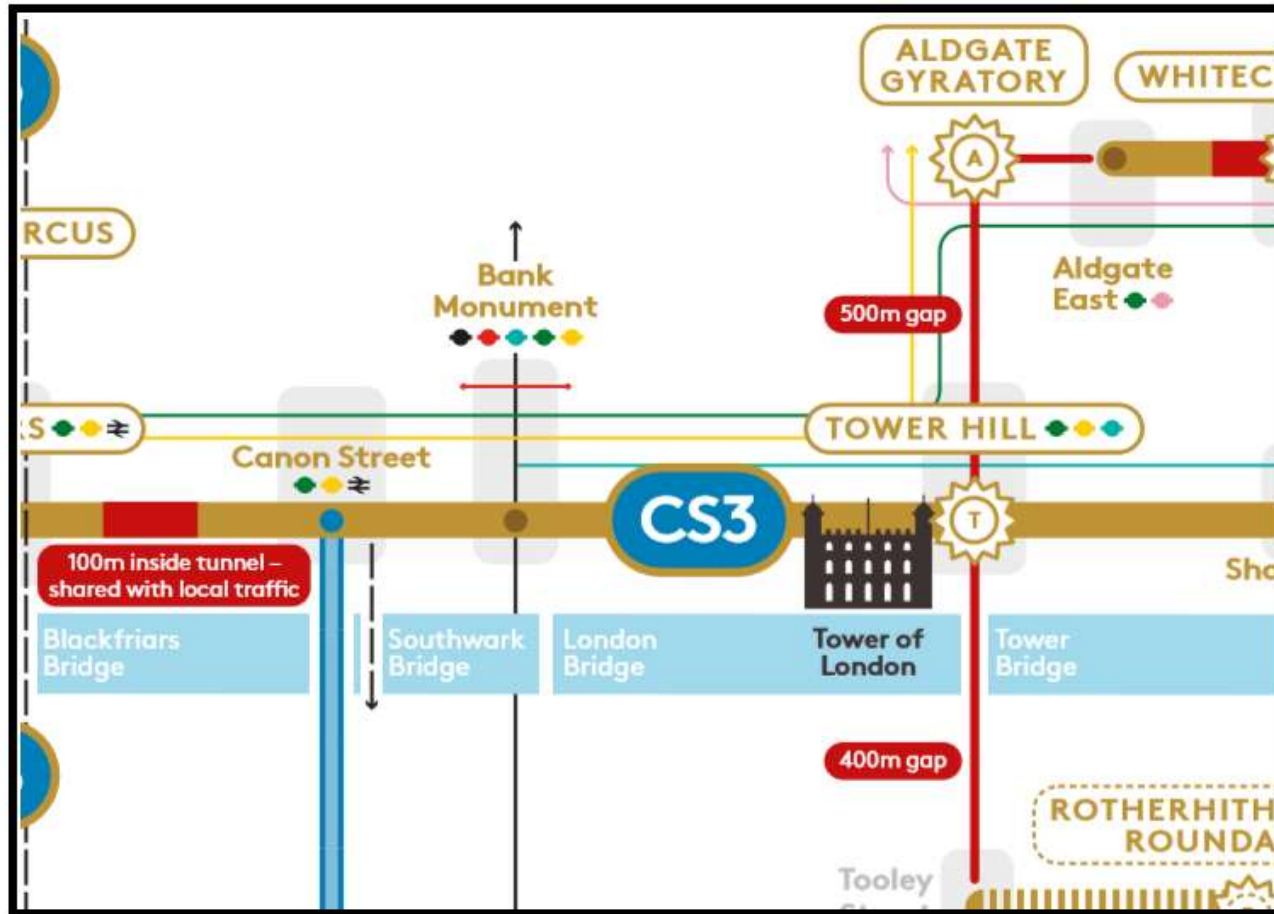


# The map















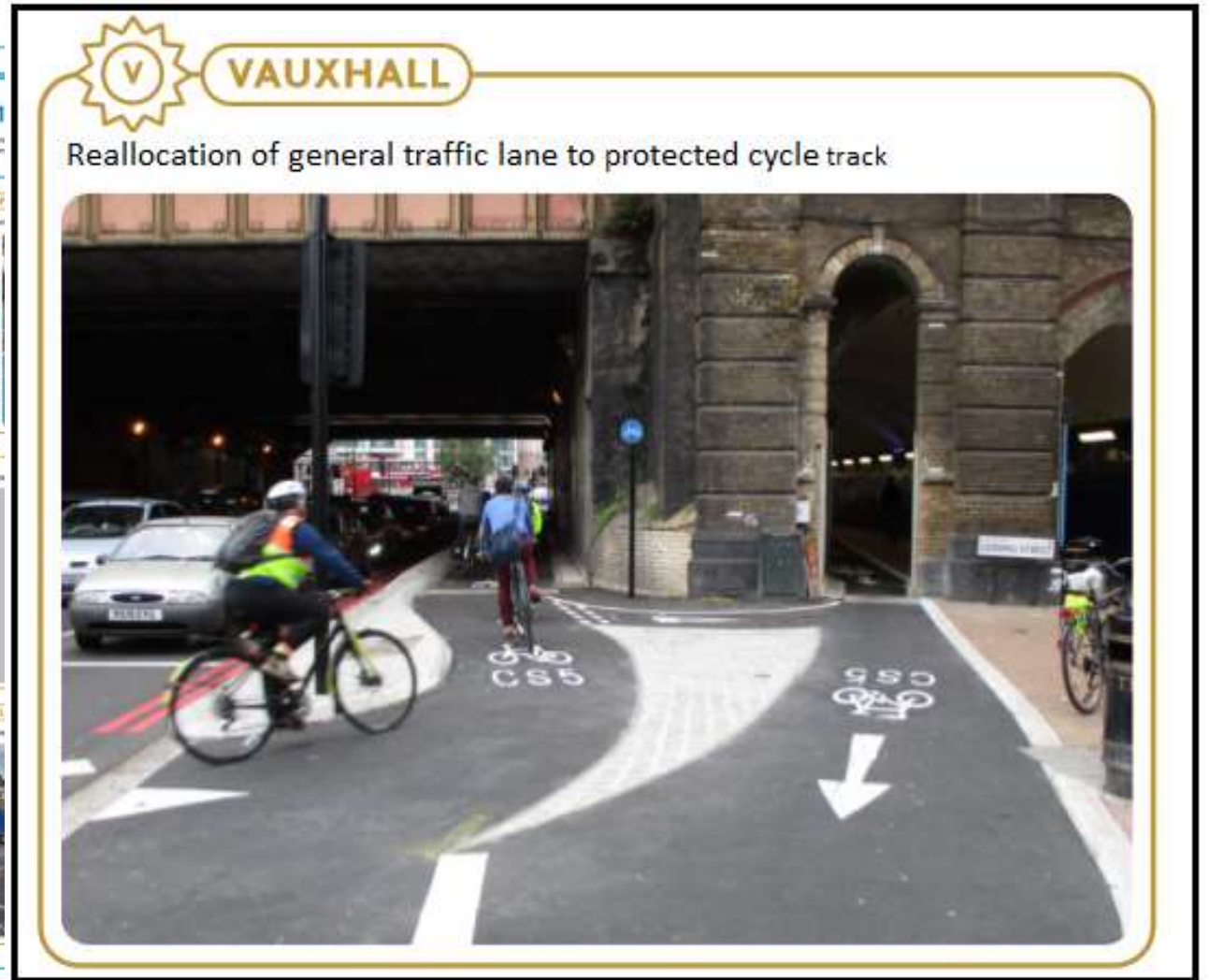


- Close up – **gaps in network** highlighted, **Tube** stations, **journey times**, parks and places of **interest** included, planned/**approved routes** for construction



# Second page – technical details on junction types, route costs, monitoring data etc.

<p><b>CS1</b></p> <p>Liverpool Street ← → Tottenham</p> <p><b>COST</b> / <b>LENGTH</b> / <b>COST PER KM</b></p> <p><b>£17M</b> / <b>11.1km</b> / <b>£1.5M</b></p> <p>Construction started: July 2010 Time to completion: 8.6 years Opened: April 2019</p>	<p><b>CS2</b></p> <p>New Road/Abchurch ← <b>CS2 Extension</b> → Stratford</p> <p><b>COST</b> / <b>LENGTH</b> / <b>COST PER KM</b></p> <p><b>£5M</b> / <b>1.5km</b> / <b>£3.2M</b></p> <p>Construction started: June 2012 Time to completion: 8.6 years Opened: November 2021</p>	<p><b>CS3</b></p> <p>Aldgate ← <b>CS3 Upgrade</b> → New Road/Abchurch</p> <p><b>COST</b> / <b>LENGTH</b> / <b>COST PER KM</b></p> <p><b>£25M</b> / <b>4.5km</b> / <b>£5.5M</b></p> <p>Construction started: February 2015 Time to completion: 1.2 years Opened: April 2016</p>	<p><b>CS4</b></p> <p>Lansdown Gate ← →</p> <p><b>COST</b> / <b>LENGTH</b> / <b>COST PER KM</b></p> <p><b>£47M</b> / <b>1.5km</b> / <b>£31.3M</b></p> <p>Construction started: 2017 Time to completion: 1.3 years Opened: September 2018</p>
<p><b>LANCASTER GATE</b></p> <p>Right-hand side protected bicycle lane on Cycleway</p> 	<p><b>EMBANKMENT</b></p> <p>Traffic light cycle crossings</p> 	<p><b>ELMDATE CIRCUS</b></p> <p>Diagonal cycle crossing where two-way traffic contract with one way</p> 	<p><b>WHITESHAP</b></p> <p>Black cycle segregated cycle path</p> 
<p><b>BIRD CAUSE WALK</b></p> <p>Road expansion (protected) Cycleway</p> 	<p><b>WESTMINSTER</b></p> <p>2-way right hand side cycleway with a greenway corridor for 7 way traffic</p> 	<p><b>BLACKFRIARS</b></p> <p>Fully protected junction of two cycle superhighways</p> 	<p><b>ALDGATE</b></p> <p>Area reserved from general traffic</p> 
<p><b>QUEENS CIRCUS</b></p> <p>Redundant lanes reserved for pedestrians</p> 	<p><b>VAUXHALL</b></p> <p>Expansion of rail with a protected Cycleway</p> 	<p><b>OVAL</b></p> <p>Left turn lane holds cycle traffic on straight on</p> 	<p><b>STOCKWELL</b></p> <p>Area reserved from general traffic</p> 
<p><b>CS5</b></p> <p>Finchley ← → Oval</p> <p><b>COST</b> / <b>LENGTH</b> / <b>COST PER KM</b></p> <p><b>£11M</b> / <b>1.7km</b> / <b>£6.2M</b></p> <p>Construction started: February 2011 Time to completion: 8.7 years Opened: November 2019</p>	<p><b>73% HIGHER THAN BEFORE CONSTRUCTION</b></p> <p><b>1,889 CYCLES AM PEAK</b> (Before)</p> <p><b>1,505 CYCLES AM PEAK</b> (After)</p> <p>New Vauxhall Bridge</p>	<p><b>CS6</b></p> <p>Elephant &amp; Castle ← → Stratford Street</p> <p><b>COST</b> / <b>LENGTH</b> / <b>COST PER KM</b></p> <p><b>£18M</b> / <b>2.6km</b> / <b>£6.7M</b></p> <p>Construction started: March 2015 Time to completion: 1.2 years Opened: May 2016</p>	<p><b>70% OF ALL TRAFFIC</b></p> <p><b>4,695 CYCLES AM PEAK</b> (Before)</p> <p><b>55% HIGHER THAN BEFORE CONSTRUCTION</b> (After)</p> <p>New Black Horse Bridge</p>



# Third page under development

- An overview of high-quality routes in Outer London
- Most are part of the Mini Holland programme
- Waltham Forest, Kingston and Enfield~~





# Summary

- Planning to publish map on website in July (2019) [www.routeplanroll.com](http://www.routeplanroll.com)
- Initially, online only but may print at later date
- Liaising with cycling organisations about **Gold Standard** concept (TfL recently announced its own cycle-route quality control)
- Should it be adopted more widely?
- Thoughts appreciated
- [nguthrie1@gmail.com](mailto:nguthrie1@gmail.com)
- [hanneyd@tcd.ie](mailto:hanneyd@tcd.ie) ~~~

