



# The evolution of London's cycling infrastructure from 2011 to 2016 - five years which achieved more than the previous thirty

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# Why am I presenting this?

- London-based resident since late 1990s
- Live at southern end of Cycle Superhighway
- Worked on many cycling projects (for campaigns, consultancies and research organisations)
- Seconded into TfL 2012 and 2013 when major developments took place







## 1st phase Cycle Superhighways implemented 2010 but ...

- relied on conventional UK cycling infrastructure (painted lanes, advanced stop lines, Toucan crossings)
- impressive increases in flows due to route length, continuity, blue colouring, effective marketing (paid-for and earned)
- May 2010 to Sep 2011, 16 months' successful operation (high increases in cycling, no safety problems)









- Oct 2011, first fatal collision on a Cycle Superhighway (Bow roundabout)
- Nov 2011, second fatality at Bow roundabout (not on Cycle Superhighway)







- November 2011, Times journalist, Mary Bowers, serious injuries, cycle collision with left-turning lorry
- December 2011, TfL launches 'Better Junctions' programme all 'major' junctions in London assessed for cycle safety









- February 2012, The Times launches unprecedented campaign, 'Cities fit for cycling'
- Several editions with front-pages dedicated to campaign scale of coverage hitherto unseen in a major national paper











- February 2012, London Cycling Campaign launches 'Love London, Go Dutch' campaign all mayoral candidates sign up (Johnson two days before May election)
- A change in the way urban cycling presented

## Cycle Infrastructure Design



Old approach New approach



- June 2012 'Early start' Danish style layout at Bow roundabout (cycle gate)
- First attempt at protected junction treatment but hamstrung by conventional UK signalling equipment
- Confusing layout with a forest of signals but ... a start









- March 2013, 'Mayor's Vision for Cycling in London' published
- "a key step forward not just for London but for the whole country"
- change of TfL design criteria for cycling schemes
  from (motor traffic) capacity neutral
  to high-quality protected facilities







TfL commissioned trials of innovative facilities (roundabouts, segregated links, low-level cycle signals) at Transport Research Laboratory







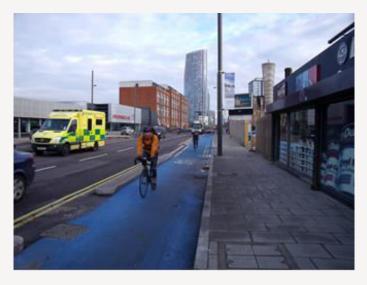


- Autumn 2013, First Dutch-style protected cycle tracks (but not junctions) in London on the CS2 extension
- DfT also permits first use of low-level cycle signals and red aspect

'Before'



'After'









- Very little sign of progress on London's streets. Campaign groups growing impatient but...
- TfL busy developing designs for considerable lengths of route





- First junctions completed featuring the new innovative techniques
- Queens Circus (July 2015) first signalised segregated roundabout
- Kennington first 'hold the left' (August 2015)











- Cycle Superhighway 5 opened (autumn)
- a short route (1500m) but...
- first end-to-end continental standard route with high-quality protected junctions
- Vauxhall, a beacon of innovation







- Mass roll-out of high-quality protected route CS3, CS6, CS2 upgrade, Elephant & Castle roundabout conversion
- Approximately 12km in total, costing around £60m
- Delivered just in time for the mayoral election (May 2016)









- Changes to legislation and national cycling design guidance
- New Highways England guidance, embraced continental best-practice design standards, 'Designing for Cycle Traffic on the Strategic Road Network'
- Changes to TSRGD (national traffic signs and signals legislation) provided new tools (e.g. low level cycle signals, Zebra type cycle/pedestrian crossings)









#### **Since 2016**

- Small sections of protected cycle route opened in central London (e.g. extensions to CS6 and CS3)
- Mass roll-out of Quietway programme but largely discredited (to become rebranded) due to quality concerns
- Most new infrastructure restricted to Outer London through Mini Holland programme – quality is mixed
- Current mayor has relied more on analysis and extensive consultation Johnson's second term, 'build it and they will come'
- May 2020 next Mayoral election may see a flurry of newly constructed routes in the run-up, as with the 2016 election





## 2011 to 2016 – summary of key drivers for high quality infrastructure in London

#### Need:

- 1. funding increased from £100,000 to £1-5 million per km (in central London, less elsewhere) (London had pre 2011)
- 2. expertise to design high-quality provision (pre 2011)
- 3. willingness to reallocate road-space and signal time (2013)
- 4. legislation/technology to allow for complex provision at signal junctions (2016) Also, quality control and a willingness to experiment





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## Other key factors

- High-profile fatalities
- Journalists and campaigners driving the agenda, not politicians

- 4 yearly mayoral term demands ambitious proposals in manifestos, and a tight timescale for their implementation

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