
Secretariat memorandum

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Agenda item:
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Update on the Mayor's Vision for Cycling highways schemes

1 Purpose of report

- 1.1 To update members on the Mayor's Vision for Cycling highways schemes and the impacts on bus services and pedestrians

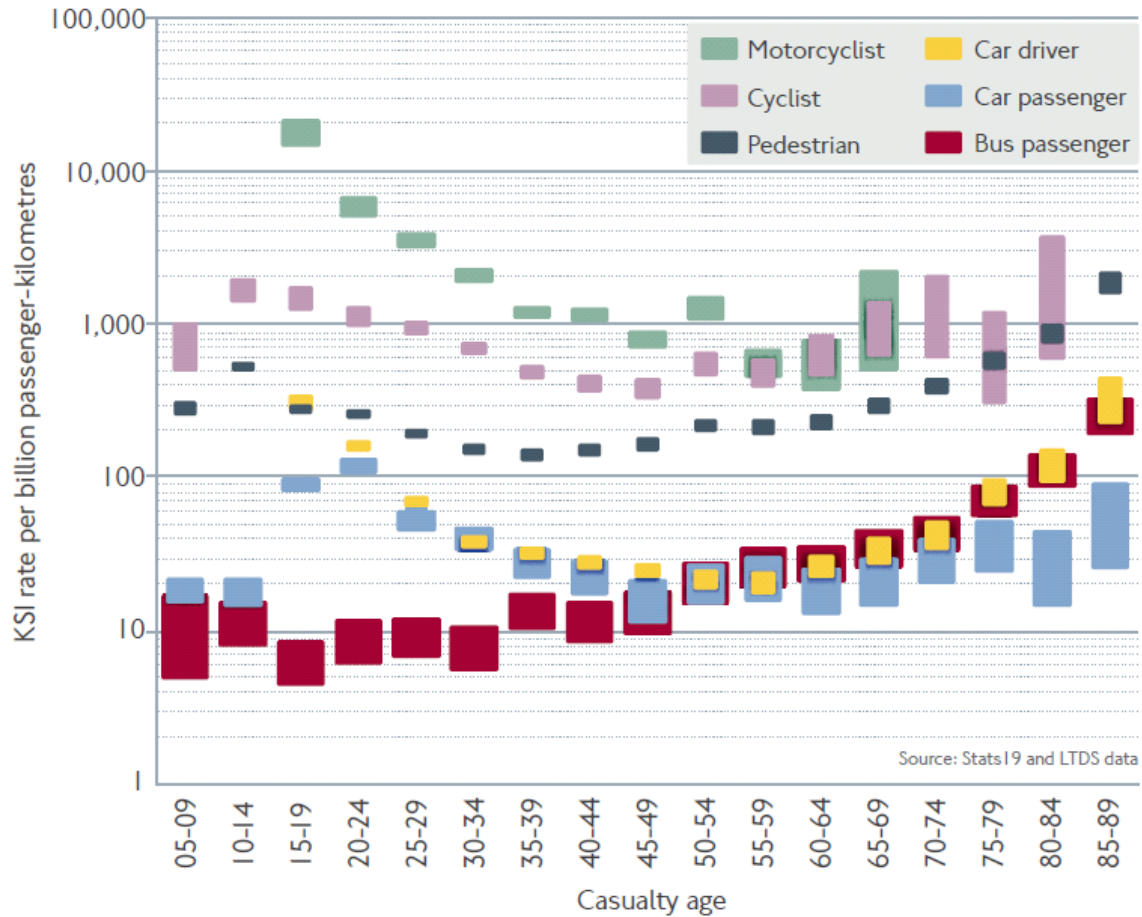
2 Background

- 2.1 Cycling in London is increasing. Cycling levels vary across the London boroughs from 1 to 6%, the higher levels being generally in inner and central London. The Mayor's Transport Strategy has a target of 5% mode share to be achieved by 2020. London TravelWatch has been a consistent supporter of this target because cycle is one of the most space efficient modes.
- 2.2 TfL analysis¹ suggests that 4.3 million trips per average day are potentially cyclable, equivalent to 23 per cent of trips by all modes and 35 per cent of trips by mechanised modes.
- 2.3 Getting more people cycling will not only have positive transport benefits. There are also societal benefits in terms of public health, the environment and the economy. Active travel (cycling and walking as part of daily routine travel) is one of the two most important interventions to improve health outcomes. It is on a par with smoking cessation. The health benefits of cycling far outweigh the risk of being a cycling casualty, which is very small. Greater levels of cycling will improve air quality, reduce noise and encourage local economies, and cycling is cheaper than most other forms of paid-for travel in London.
- 2.4 As well as higher levels of cycling we also want to see safer cycling conditions as we recognise that cyclists are vulnerable road users and along with pedestrians and motorcyclists are disproportionately involved in collisions. Safer cycling will, in turn, encourage more cycling. Generally London's highway authorities are doing well in reducing casualties on their roads and the trend is improving. In 2013, 65 pedestrians, 14 cyclists, 22 motorcyclists, 25 car occupants, and 6 others were killed on London's roads. In addition to the absolute numbers TfL has recently analysed casualty rates per mile travelled by both mode and age. This analysis, in the form of a graph, is reproduced below. It should be noted that the graph is logarithmic on the vertical axis reflecting the very much higher casualty rates for motorcyclists in London.

¹¹ Analysis of cycling potential, TfL, 2010

2.5 A particular consideration for cycle safety is that as the number of miles cycled on London's roads increases so does the exposure to collisions. The numbers of collisions will increase, but the rate may fall.

Figure I: Casualty rate per billion kilometres by age for each mode



2.6 How to encourage the growth in cycling by changing the design of London's streets has been the subject of much debate. For London TravelWatch encouraging cycling is in the context of improving transport for all of the users of London's streets, particularly bus passengers and pedestrians. Members will know that introducing bus priority into London's streets as a response to road congestion was hard fought and has been a key factor in transforming the performance of London's bus services. Maintaining bus service performance and keeping down costs is also important for Londoners.

2.7 London TravelWatch has also worked hard to improve the pedestrian environment and thereby encourage walking. We have promoted the provision of level, wide, unobstructed footways. We have promoted the clearing of guard railing, sign poles, advertising boards and other clutter. Decluttering London's streets will particularly benefit disabled and older pedestrians because it makes London's streets easier to navigate. We would not want to see London's streets become more cluttered and navigating them by foot become more complex as this will deter walking.

- 2.8 The London Cycling Campaign wants to see cycles separated from other traffic if traffic levels are higher than a nominal figure of 2,000 vehicles per day. This is a relatively low traffic flow and means all of the TLRN, and probably most of London's bus routes, would have separated tracks for cycles.
- 2.9 Some cycling campaigners want London to learn from the best in the world and promote a Dutch approach. Others promote Copenhagen as a model for good cycling facilities. London is very different from these cities in relation to size, population and density, geography, journey patterns, street and road pattern, transport systems, existing modal share, legal systems, culture and politics. Particularly, London is a city of 8 million people, the scale of London's bus service carrying 6.5 million passengers a day is significantly different from other cities that are cited as exemplars. From observation there seems to be more tolerance of cycling on the pavement in other cities than in London.
- 2.10 Therefore, simply importing a model from somewhere else is not necessarily practicable and may not be desirable. It is arguable that the pedestrian environment in Amsterdam, for example, is less comfortable, in some ways, than London due to the presence of cycles on and crossing the pavement and the narrowness of some pavements. All that said, clearly there is much to be learned from other successful cycling cities.
- 2.11 There are debates around the benefits of some interventions designed to improve cycle safety. On the face of it cycle lanes and tracks provide some measure of reassurance and safety. However, there is research² which suggests that whilst cycle lanes and tracks may improve one's perception of safety there is no demonstrable road safety benefit. This will be, in part, because most collisions resulting in injuries to cyclists occur at junctions where cycle lanes and tracks merge back into general traffic. It may also be because cycle lanes position the cyclist too far to the left which is a particular problem at junctions. This problem with cycle lanes and tracks can be observed at the junction of Stratford High Street and Rick Roberts Way where motor vehicles queue to turn left across the flow of straight-ahead cycles. Others will cite evidence to the contrary.
- 2.12 The background to these debates arises because not all cyclists are the same. DfT-commissioned research³ suggests there are four approaches to cycling: avoidance; guardedness; assertion and opportunism. This is a whole spectrum of approaches, from those that will stay off carriageway altogether to those that are happy to cycle assertively with general traffic. This research is qualitative and so does not give the proportion of each type of cyclist, nor suggest whether training can assist guarded cyclists to be more assertive in their approach.
- 2.13 Members should note the case for streets to be simple and self-explaining to their users. The same DfT-commissioned research suggests: "At the very least, infrastructure should be avoided that creates more confusion about whether, and where, bicycles should be."

² <http://www.roadsafetyobservatory.com/Search> : Cycling infrastructure

³ Cycling, safety and sharing the road: Qualitative research with cyclists and other road users, September 2010

- 2.14 In March 2013 the Mayor published his cycling vision. This suggested how a 10 year budget of £913m might be spent to improve conditions for cycling on London's roads and thereby increase the proportion of cycling trips in London. The vision included proposals to improve cycling conditions on the TLRN with higher standards for cycle superhighways. The Mayor's Vision supports the separation of cycles from general traffic along the superhighways and some other roads, but there is also recognition that there will be an impact on bus services. Where kerb separation is not possible the Vision suggests the use of rubber blocks to protect cyclists from motor vehicles.
- 2.15 The vision promotes other cycling programmes:
- The London Grid in central London
 - Two major cross London routes with cycles separated from motor vehicles (Crossrail for the bike and a north to south route)
 - Routes along London's quieter streets (Quietways)
 - Routes based on Underground lines (a tube network for bikes)
 - Significant funding for three outer London boroughs to develop ideas to increase cycling in very localised areas (Mini-Hollands).
- 2.16 There is a further process of junction reviews looking at 33 problematic junctions. London TravelWatch attends TfL's junction review meetings and comments on schemes along with other interested stakeholders prior to the publication of scheme proposals for public comment. This process is particularly important as it is at junctions where most collisions occur and so where most benefit, in terms of road safety can be accrued. The vision also proposed that the London Cycle Design Standards would be updated.
- 2.17 Substantial Mini-Holland funding has been awarded to Kingston upon Thames, Waltham Forest and Enfield councils.
- 2.18 TfL are to trial 'Armadillos' (rubber blocks in the carriageway to delineate a cycle lane). These are said to provide some measure of protection and reassurance to cyclists.
- 2.19 London TravelWatch has previously considered how cyclists might best be accommodated on London's streets, particularly those streets with high levels of pedestrian and bus activity. London TravelWatch represents all of the users of London's streets and promotes the most space efficient modes, often with reference to cyclists, bus passengers and pedestrians. We have considered the need to prioritise the available road space and the need to focus available funding where it might be most effective, i.e. at junctions where not only cycle safety⁴, but also pedestrian safety will benefit.
- 2.20 London TravelWatch developed its cycling policies in 2009 and published Cycling in London:
http://www.londontravelwatch.org.uk/documents/get_lob?id=1816&field=file
- 2.21 London TravelWatch wants to see a modal shift from the private car to the more space efficient modes, walking, cycling and public transport. We support the

⁴ TfL STATS 19 data shows that 89% of all cyclist collisions resulting in injuries in 2012 occurred at junctions (Taken from TfL Board Paper, February 2014). The figure was 84% for 2013.

wider application of area-wide road user charging to prioritise the available road space and advocate that road space is allocated to benefit all users with a particular priority for the space efficient modes. We want to see a fair deal for all and we want change to be based on evidence. Where novel solutions are proposed we would expect these to be trialled. A summary of London TravelWatch's existing cycling policies are set out below:

- i) Investment in the improvement of junctions should be the top road safety priority because cyclists collisions resulting in injuries **overwhelmingly** happen at junctions;
- ii) Cycling should take place on the carriageway; pedestrians do not want to share the pavement with cyclists. The best practicable solution for cycles on many of London's roads would be to accommodate them in wide bus lanes (4.5m) or wide (4.5m) inside lanes in order that cycle can pass wide vehicles and wide vehicles can pass cycle. There will, of course be high speed, heavily trafficked roads where this is not practicable;
- iii) Cycle training, education and enforcement, including share the road messages are supported;
- iv) Permeability for cyclists, i.e. allowing privileged access to generally through-traffic free streets for cyclists provides excellent cycling provision – cyclists prefer streets where through traffic has been excluded;
- v) Slower motor vehicle speeds are preferred by cyclists and therefore creating a slower speed environment is important.

2.22 We would, of course want to explore solutions that balance the needs of all the users of London's roads. We would invite others to tell us how best to balance the needs of all the users of London's streets.

2.23 London has done well reducing casualties on its roads. This has been achieved, in part, by numerous engineering interventions by the highway authorities, following analysis of collisions and the careful assessment of where best and how funds are spent. London TravelWatch supports this data-led approach to improve road safety. A data-led approach will necessarily direct funding towards the remodelling of road junctions.

3 The Cycling vision schemes

3.1 Since the publication of the Mayor's Vision for Cycling TfL have sought to deliver the Vision. Construction of the extension to cycle superhighway 2 from Stratford to Bow has been completed. There has been consultation on significant proposals at King's Cross, Elephant and Castle, Vauxhall and Oval. The consultation for the east to west and north to south cycle superhighways commenced on 3 September 2014. This latter proposal is for a largely bi-directional cycle track separated from general traffic and off-road through some of London's parks. This is an ambitious scheme which will have both local and London wide impacts.

3.2 A description of each of these early schemes and, where applicable, London TravelWatch's response is appended.

- 3.3 We are not aware of many firm proposals from the Mini-Holland boroughs, but we are attempting to find out if any will impact on bus services. Waltham Forest is consulting on a scheme for Selborne Road that includes the removal of a bus lane that is used by seven bus services. The consultation leaflet, disappointingly, fails to mention the loss of the bus lane.

4 Discussion and conclusion

- 4.1 The Mayor's Vision for Cycling seeks to promote cycling as part of the Mayor's Transport Strategy with a target that 5% of journeys in London should be made by cycle by 2020. Various programmes are proposed to realise the Vision and encourage cycling by both improving the perception of safety and actually improving safety. Some of these programmes will mean the reallocation of street space away from the existing use and the sharing of the pavement with pedestrians.
- 4.2 Without further road user charging, the allocation of dedicated street space for cycling on London's streets (which over many years have been developed to maximise motor vehicle capacity) will be a continuing challenge. This challenge will be most acute at road junctions where the tension between safer junction design and high motor vehicle capacity is at its greatest. Members will know that there is also a backdrop of increasing travel demand due to population and economic growth.
- 4.3 It is clear from the early proposals that there are going to be many different forms of infrastructure promoted to encourage cycling. Cycle lanes and tracks; fully separated by means of a kerb, stepped and semi-separated by means of rubber blocks; on and off carriageway; uni-directional and bi-directional and wide lanes. Cycle lanes to the rear of bus stops and outside of buses have so far been proposed. There are junctions proposed with early-start traffic lights and those without. Advanced stop lines are now the norm on the TLRN (a previous achievement of London TravelWatch), but these may become much deeper in the future.
- 4.4 We know that pedestrians, particularly disabled and older people, dislike cycling on the pavement and that TfL operate a presumption against cycles sharing the pavement. Nevertheless the distinction between pavement and carriageway continues to be blurred. All of the cycling vision schemes utilise the pavement for cycles to some degree.
- 4.5 There has been some limited research looking at bus stop bypasses that demonstrates actual collisions will be infrequent at lightly used bus stops as pedestrians will give way to cycles and cycles will slow down. However, not all cyclists cycle in a cautious manner. Two bus stops at Elephant & Castle do not have bus stop bypasses as part of their design because of the numbers of passengers using the stop. Some bus stops are being moved to facilitate safer cycling. We understand that TfL are undertaking more research regarding bus stop bypasses and pedestrians attitudes to them. London TravelWatch has asked that the busiest stops along Stratford High Street should be studied. TfL have undertaken to do this.

- 4.6 A number of proposed schemes will disbenefit bus services and their passengers to some degree. Introducing cycles onto pavements whether along a demarked bike track behind a bus stop or as part of a shared space with pedestrians will not be welcomed, particularly by visually impaired, disabled and older people. As designed, three of the schemes (Stratford, Vauxhall and Oval) reduce bus priority and add journey time to bus services. It is forecast by TfL that the latter two schemes will each introduce an average 30 second delay to bus journeys in the busy periods. TfL say this is the worst case and that they expect to reduce this. Bus priority not only shortens journey times, but also improves reliability and therefore improves the service to all passengers along the entire route. Bus priority measures have been installed on the basis of positive business cases which capture the value of journey time savings. The loss of bus priority will mean slower and less reliable journeys.
- 4.7 TfL tell us that they will be directing their bus priority budget towards schemes to mitigate the impact of these cycle schemes on bus services. Whilst this is welcome it is not the use we had expected this funding to be used for. We had assumed this budget would be used to protect bus service performance from the impacts of rising congestion due to population and economic growth.
- 4.8 The issue of semi-segregation has emerged as a possible solution to reassure cyclists and to provide a measure of separation from motor vehicles. At present there is one example on London's roads. Camden Council has introduced rubber blocks (aka Armadillos) along the length of the cycle lanes along Royal College Street. This use of Armadillo separation is reinforced by the use of steel planters and car parking which is set away from the kerb. Camden council also propose to use Armadillos along Gower Street as part of their West End Project.
- 4.9 The introduction of rubber blocks into the carriageway is novel. From observation of these on Royal College Street it is apparent that vehicles have hit these blocks. The motorcycle community is concerned about the possibility of these blocks unseating a rider. Cyclists and pedestrians will want to be assured that these do not become a hazard for them.
- 4.10 TfL are to trial Armadillos and other similar devices along a section of Battersea Park Road.
- 4.11 London TravelWatch has responded to both Camden Council and TfL consultations regarding the use of these rubber blocks. We have expressed concern that they may have unintended consequences for cyclists pulling out of a lane or for pedestrians crossing the road and therefore their use should be monitored closely.
- 4.12 Other schemes in the pipeline are the east to west Crossrail for the bike, a north to south cycle scheme and the upgrading of cycle superhighway 2 from Bow roundabout to Aldgate. The scheme from Bow roundabout to Aldgate is used by London's busiest bus route, route 25. The impacts of future proposals on bus services is unknown (some of the sections are off-road) but it is likely that there will be continuing and cumulative impacts on bus services and their passengers as these and other cycling vision schemes allocate more carriageway space to exclusively cycling use.

- 4.13 In our responses to TfL we have expressed concern at the complexity of the designs being promoted. We have promoted a simple, understandable street design and highlighted the DfT research: Cycling, safety and sharing the road: Qualitative research with cyclists and other road users. DfT, September 2010.
- 4.14 We have promoted the use of wide (4.5m) bus lanes and wide (4.5m) inside lanes as the best way of ensuring the safety of cyclists between and improving the operation of bus services along links between road junctions. This width of lane allows cycles to pass large vehicles and large vehicles to pass cycles.
- 4.15 From the very first cycle superhighway proposals we have stressed that the top priority should be investing in safer junction design as this is where the overwhelming proportion of cyclist collisions occur resulting in injuries.
- 4.16 We have objected to the introduction of bus stop bypasses as these direct cyclists into the pavement where pedestrians will not welcome them, particularly older and disabled pedestrians.
- 4.17 TfL is modelling the impacts of all of the Cycling Vision schemes that it is intended to deliver by 2016. This will allow a forecast of the cumulative impacts of these proposals across a wide area. TfL have been invited to discuss these forecasts and impacts with members.

5 Equalities and inclusion implications

- 5.1 Motorcyclists, cyclists and pedestrians are the most vulnerable street users (in that order) in terms of rates of collision per kilometre travelled⁵. Those from deprived areas are more likely to be involved in collisions⁶. It is for this reason that road safety funds are targeted at deprived areas
- 5.2 All social classes and ethnicities use London's bus services. London's bus service is the only truly accessible public transport that is available across London, 24/7. The profile of cycle superhighway cyclists is most likely to be young, male and in employment⁷. It is suggested that under represented groups would be more likely to cycle if cycling was perceived to be safer.
- 5.3 Disabled and older people are more sensitive than others to cycling on the pavement. The charity Guide Dogs recently undertook a day of action to raise awareness of the increase in the amount of guide dog owners in London reporting near misses with cyclists riding on pavements⁸.

6 Legal powers

- 6.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make

⁵ Safer Streets for London, TfL's road safety action plan

⁶ Deprivation and Road Safety in London. A TfL commissioned report by Phil Edwards, Judith Green, Ian Roberts, Chris Grundy, and Kate Lachowycz, London School of Hygiene and Tropical Medicine

⁷ TfL's Travel in London Report 3

⁸ The Cycleeyes Campaign, Guide Dogs: <http://www.guidedogs.org.uk/cycleeyes#.VAhp8z-E6W8>

recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

7 Financial implications

7.1 There are no financial consequences for London TravelWatch.

Appendix

The Stratford to Bow roundabout cycle superhighway extension.

This is a largely two uni-directional kerb separated cycle tracks between Stratford gyratory and the Bow roundabout. Members will recall that London TravelWatch Board considered a report on this proposal at its April 2013 Policy Committee. London TravelWatch expressed concerns regarding i) the routing of cycles around the rear of bus stops (bus stop bypasses), ii) the loss of a bus lane and iii) the introduction of cycles onto pavements. We promoted 4.5 m bus and inside lanes along the length of Stratford High Street as the most appropriate use of the road space to benefit both buses and cycles.

TfL have undertaken some work to review the scheme at Stratford. There is some limited video research at three of the less busy bus stop bypasses demonstrating interactions between pedestrians and cycles are few and that where they do occur the cyclist often slows down and the pedestrian gives way. It is not yet known what actual delays there are to buses because the signaling scheme utilising SCOOT technology has not yet been implemented.

Safety proposals at King's Cross.

A series of interventions were proposed by TfL earlier in the year and TfL have recently published its decision to implement a scheme more or less as proposed. There are a number of measures, including widening the Pentonville Road bus lane, providing advisory and mandatory cycle lanes on the carriageway, a cycle track at pavement level has replaced a section of pavement and there is to be a short cycle lane separated by rubber blocks bolted onto the carriageway (a so called semi-segregated lane). There is a cycle crossing of Euston Road that utilises a shared traffic island. There will be some remodeling of junctions.

This is to be an interim proposal ahead of the proposed north / south cycle route. The removal of the King's Cross gyratory will be considered by TfL in the future.

London TravelWatch did not respond to the consultation on this scheme.

Proposed road layout

Drawing not to scale

Carriageway to be resurfaced throughout

Removal of one traffic lane to provide mandatory cycle lane

King's Cross



Lane will now only facilitate left turning traffic from Euston Road into York Way including buses

Pavement reduced to provide cycle lane

Extending cycle lane and changing from advisory to mandatory

Separate controlled crossing facilities for pedestrians and cyclists

Pavement reduced to provide cycle track

Removal of a loading bay on Gray's Inn Road

Remodelling and widening the central island to provide a dedicated crossing facility for cyclists travelling from Gray's Inn Road into York Way

Remodelling the junction of Birkenhead Street with Euston Road. Raising a section of Birkenhead Street so that it is level with adjacent pavements. This will provide an easier and level crossing for pedestrians.

No exit from Birkenhead Street onto Euston Road except for cyclists

Introducing an advisory cycle lane and advance stop line on King's Cross Bridge

Widening the contra-flow bus lane on Pentonville Road to allow cyclists travelling westbound to overtake buses

KEY

- ROAD MARKINGS
- TACTILE PAVING
- TRAFFIC ISLAND
- WIDEN EXISTING FOOTWAY
- CYCLE LANE/ADVANCED STOP LINE
- CYCLE TRACK
- RAISED TABLE



Elephant and Castle Northern Roundabout.

One of the emerging themes of all of the Vision proposals that are being developed is complexity. This is exemplified at Elephant and Castle.

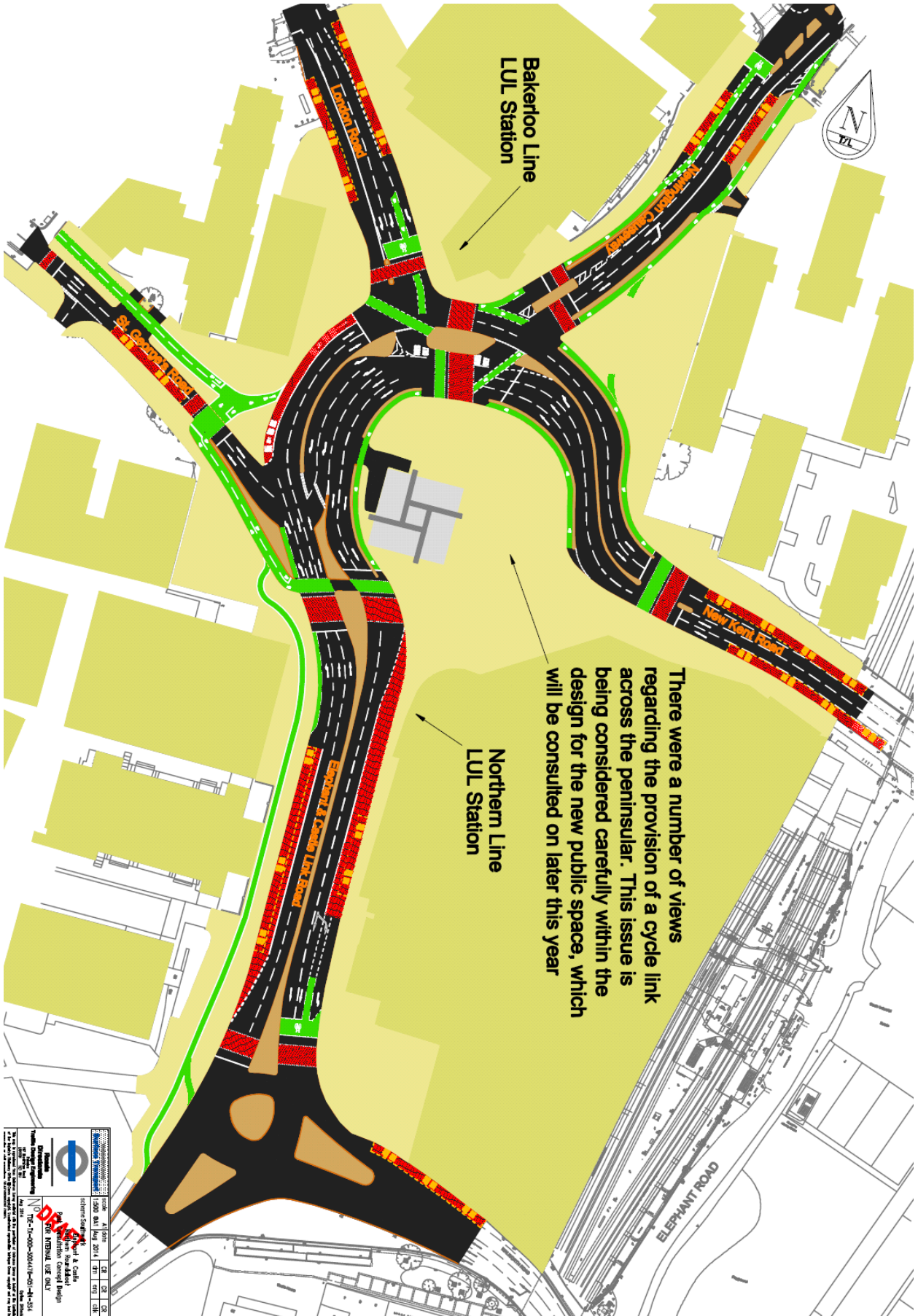
It is proposed that one arm of the northern Elephant & Castle roundabout is taken out of use and that traffic operates two-way around the rest of the roundabout. This creates an area within the footprint of the existing roundabout that is connected to the adjacent pavement. This has been dubbed peninsularisation.

There are bi-directional and uni-directional cycle tracks. Some are on the carriageway and some run along the pavement. Cyclists are routed around the back of bus stops and conventionally outside of the bus when it is at a stop. There are cycle crossings of the carriageway. The bus stop at Elephant and Castle (outside the Northern line entrance) is the second busiest in London. One of the stops serving this entrance is to be moved around the corner onto Walworth Road in order to reduce the numbers of buses that cyclists have to contend with at this point. There is a 'cycle link' across the proposed peninsularised roundabout that will lead to conflicts with pedestrians, although this 'cycle link' is said to be still under discussion. Whether or not this link is formalised, it will be used by cyclists as it offers such a short cut opportunity.

The scheme promoters recognise that some cyclists will remain on the carriageway and have attempted to improve their safety with a widened inside lane and other features. It suggests others may still be able to use cycle superhighway 7 which avoids the Elephant and Castle system completely.

Peninsularisation will add to the amount of useable pedestrian space. Pedestrian sub-ways are to be removed and replaced by conventional pedestrian crossings.

London TravelWatch responded to the consultation regarding Elephant and Castle. We stressed the need for a simple, legible road system and our concern about the complexity of the proposal. We said we were disappointed that the one-way roads would remain. We objected to the move of the bus stop away from the outside of the Northern Line station entrance. We asked that bus lanes should be widened to 4.5 meters and operate 24/7. We suggested a more fundamental change to a traditional road layout with two-way streets that would benefit all road users.



The Oval Triangle.

This is the first scheme to propose 'early-start' traffic signals for cycles to try to deal with the issue of straight-ahead cycles being crossed by left turning motor vehicles. These signals give cyclists an early green signal to allow them to get ahead of motor vehicles. All of the cycle lanes are uni-directional. There are wide mandatory cycle lanes and some use of bus lanes for cycles. It is also proposed to have 'stepped' cycle lanes between the carriageway and footway, but at a level between the two in order to provide some measure of separation from motor vehicles. There is some loss of bus lane and some additional bus lane sections leaving a small net loss. Cycles are routed around the rear of bus stops (bus stop bypasses).

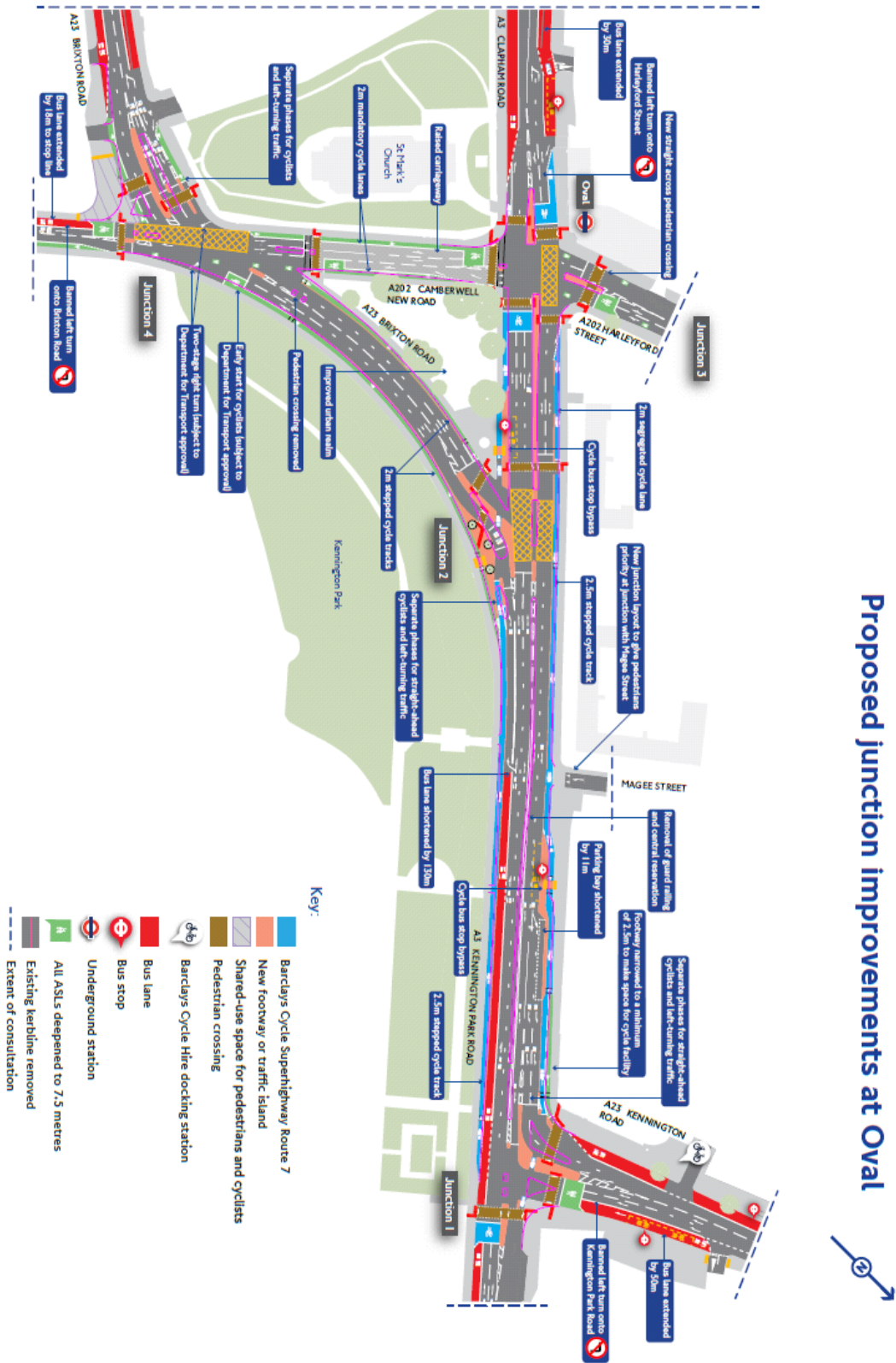
Members will know that we have been pressing TfL to release their modelling of the impact of this cycling scheme on bus services. This they have now done. For this scheme they forecast an additional, average, 31 second delay for bus services during the busiest periods. TfL tell us that they consider this the worst case and that they intend to introduce further bus priority measures elsewhere to mitigate these impacts, but these are so far only in a concept phase.

Some pavement space is lost to provide for the various cycling facilities. The use of stepped cycle lanes will be less of a barrier to pedestrians wishing to cross the street away from formal pedestrian crossings, but may be problematic for cyclists leaving or joining the lane.

Again, in response to the consultation on the scheme London TravelWatch asked for a simple legible road system that all users can understand. We highlighted DfT research that supports legible road systems. We asked that where novel approaches were introduced they should be monitored as there may be unintended consequences. We stated our preference for wide (4.5m) bus lanes and wide (4.5m) inside lanes to benefit buses and cycles. We asked for single stage, direct pedestrian crossings and deep advanced cycle boxes.

We expressed concern that buses would be delayed by this scheme and objected to the proposed bus stop bypasses. We floated the idea that TfL look at a more radical solution to eliminate one very difficult cycle conflict, i.e the extinguishing of the curve that forms one side of the triangle.

Proposed junction improvements at Oval



The scheme at Vauxhall from Oval to Belgravia.

There is an aspiration, that London TravelWatch supports, to remove the Vauxhall gyratory system. However, the scheme being consulted on seeks to offer a safe cycling route through a very difficult junction for cyclists as an interim proposal. It is intended that any scheme to revert the gyratory to two-way operation will retain this element as part of the wider proposal.

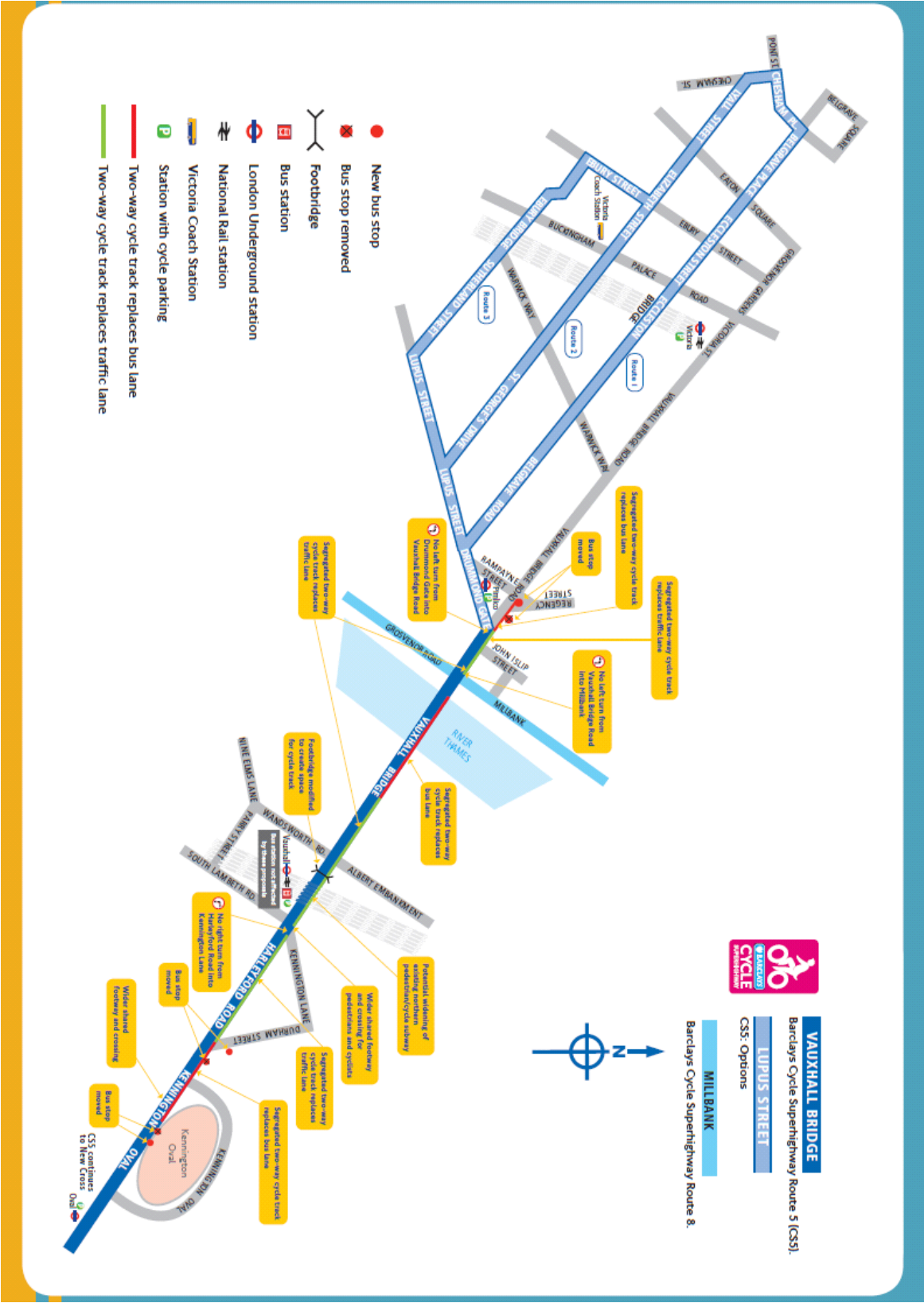
The scheme is essentially a 1.4 km section of bi-directional cycle lane running along the northern side of Kennington Oval, Harleyford Road and Vauxhall Bridge, separated from general traffic by a kerb. Just south of the rail overbridge at Vauxhall, cyclists cross Kennington Lane using an enlarged traffic island and crossings shared with pedestrians. The bi-directional track becomes uni-directional for a short stretch: one lane on the pavement, the other on a separated section of carriageway.

Members should note that bi-directional cycle tracks are not normally preferred because of i) the difficulty of getting onto and off of them for cyclists travelling in the contraflow direction and ii) the greater safety risk where cycles cross side roads in the direction emerging drivers are not expecting and iii) a similar problem for pedestrians not expecting cycles to be coming from their right. The advantage of a bi-directional track is that there may be fewer conflicts with kerbside activity such as bus stops and side roads. There will also be one less kerb. In this proposal bus stops have been moved to accommodate the cycle lane, but this is not considered significant.

There is a further shared pavement at the junction of Vauxhall Bridge and Millbank to facilitate turning cycles. There is some loss of pavement and additional kerbs will inhibit some informal crossing by pedestrians.

TfL have again released their modelling forecasts for delays to bus services. For this scheme they forecast an additional, average, 30 second delay for bus services during the busiest periods. Again, TfL tell us that they consider this the worst case and that they intend to introduce further bus priority measures elsewhere to mitigate these impacts.

London TravelWatch has not yet commented on this proposal, but will do so following this Policy Committee meeting.



VAUXHALL BRIDGE
 Barclays Cycle Superhighway Route 5 [CS5]

LUPUS STREET
 CS5: Options

MILL BANK
 Barclays Cycle Superhighway Route 8.

- New bus stop
- ✗ Bus stop removed
- Y Footbridge
- ☞ Bus station
- ☞ London Underground station
- ☞ National Rail station
- ☞ Victoria Coach Station
- P Station with cycle parking
- Two-way cycle track replaces bus lane
- Two-way cycle track replaces traffic lane

The east to west and south to north superhighway.

This is the largest of all the cycling vision schemes both in terms of its cost, ambition, local and London wide impacts.

These two schemes are largely 4m wide bi-directional cycle tracks separated by a substantial kerb and paved area up to 4m wide. Unlike at Stratford High Street the cycle track will not be at carriageway, but at a level just below the pavement. This will lessen the difficulties of crossing the tracks. Some sections of the route go through the Royal Parks. There are banned turns, a reduction in general traffic lanes along some very busy roads and the loss of some bus priority. Bus stop bypasses are proposed. These will be more complex than previous designs as cycles will now be travelling in both directions. Many bus stops are to be relocated. There are to be early start traffic signals for cycles and areas of the junction designed to facilitate turning right in two stages. All of the side roads will have entry treatments, some will be closed to general traffic. There will be some public realm enhancement some pavement widening and some loss of pavement, but this is limited. There are additional pedestrian crossings.

It is planned to retain the commuter coach stops on the Embankment, but to relocate the tourist coach parking.

The choice of bi-directional cycle tracks will be problematic because cycles will be coming from unexpected directions for both other vehicles and pedestrians. Getting on and off of the tracks will be more difficult in some instances. This is balanced by the reduction in the issues of interaction with side roads and kerbside activity that would happen on both sides of the carriageway if uni-directional cycle tracks were to be proposed.

The cycle tracks replace substantial sections of general traffic lane along some sections of very busy road within the congestion charging area. Motor vehicles will be using the area because they need to be there and cannot easily be diverted. There are few bus routes directly affected. There is some loss of bus lane.

TfL have not yet published what they forecast will be the impact on other users, but they have indicated that there will be longer journey times for buses and general traffic both locally and more wider. Pedestrians will have to wait longer at traffic signals. This will mean more will cross at times other than the pedestrian phase.

The scheme drawings are too numerous to reproduce, but are available at:

tfl.gov.uk/cycle-north-south tfl.gov.uk/cycle-east-west

The consultation is continuing and London TravelWatch will respond following the Policy Committee meeting.