

**Transport for London**

**Surface Transport Panel**

**Subject: Delivering the Mayor's Vision for Cycling**

**Date: 26 February 2013**

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**1 Purpose**

- 1.1 The purpose of this paper is to provide the Surface Transport Panel with an update on delivering the Mayor's vision for cycling.
- 1.2 The Panel is asked to note the progress of the cycling programme.

**2 Overview**

- 2.1 The Programme is outlined in the attached presentation.

**3 Recommendation**

- 3.1 The Panel is asked to NOTE the progress of the cycling programme.

**4 Contact**

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# **Delivering the Mayor's Vision for Cycling**

## **Surface Transport Panel**

**26 February 2013**



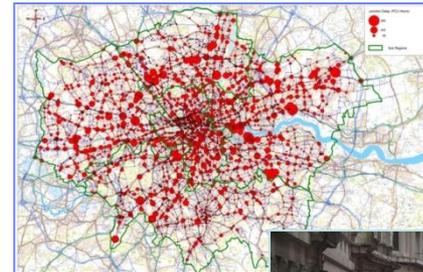
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1. TfL's new Business Plan
2. The Vision for cycling
3. Better routes for cycling
4. Safer streets for cycling
5. More people cycling
6. Conclusion



# TfL's New Business Plan

- TfL's Business Plan is signed off by the TfL Board (chaired by Mayor of London) in December of each year.
- TfL plans over a ten-year rolling period
- New Business Plan includes focus on roads – where around 80 per cent of the journeys each day in the capital are made
- Challenges:
  - ❖ Congestion
  - ❖ Slowing traffic speeds
  - ❖ Competition
  - ❖ Safety issues
  - ❖ Mayor's ambitious cycling target
  - ❖ Need for high quality public realm



# Doubling of planned TfL expenditure on roads (£2bn to £4bn)

TfL's business plan identifies the potential for investment on London's roads over the next 10 years, ensuring:

- ✓ Renewal of key assets on the TLRN
  - ✓ Maximising the reliability of the strategic road network (incl. improving bus reliability)
  - ✓ Significant reliability & capacity upgrade
  - ✓ Road safety improvements
  - ✓ Growing and improving the safety of cycling
- Upgrading our road network to a level that is suitable to London's position as one of the world's leading cities and making them **fit for the 21st century**



# Working with the Boroughs to deliver the Plan

## Overview of funding available to boroughs

- **A greener London** - through local air quality initiatives . Launching a Mayor's Air Quality Fund 13 February
- **Maximising the benefits from Crossrail** - working with Crossrail to deliver interchange and public realm improvements outside Crossrail stations (2015/16 – 2018/19)
- **A more accessible London** – increasing the proportion of accessible bus stops from 70% in 2012/13 to 95% by 2016/17
- **Cycling** - The Mayor intends to transform cycling in London by investing £913m directly into cycling over the next 10 years
- **LIP funding** – currently at £147.8m in recognition of the importance of local borough schemes in helping to deliver the Mayor's Transport Strategy

*Note – all figures are correct as of 30 January 2013 and subject to final Government settlement*

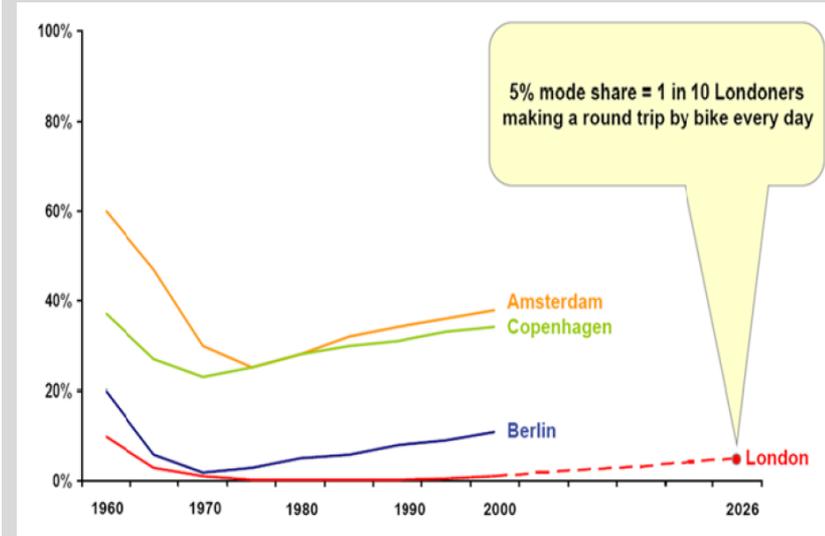


# Cycling Expenditure

As part of the new Business Plan, provision has been made for TfL and the boroughs to spend **£913m on cycling over the next decade.**

A significant proportion of this will be available to boroughs to deliver locally led cycle improvements and initiatives over the next nine years.

This level of funding takes London towards the level of spend seen in other cities with high cycling levels such as Copenhagen.



*Note – all figures are correct as of 30 January 2013 and subject to final Government settlement*

# The Mayor's New Vision for Cycling

The Mayor will shortly be publishing his new cycling Vision for 2020 which aims to:

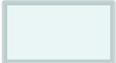
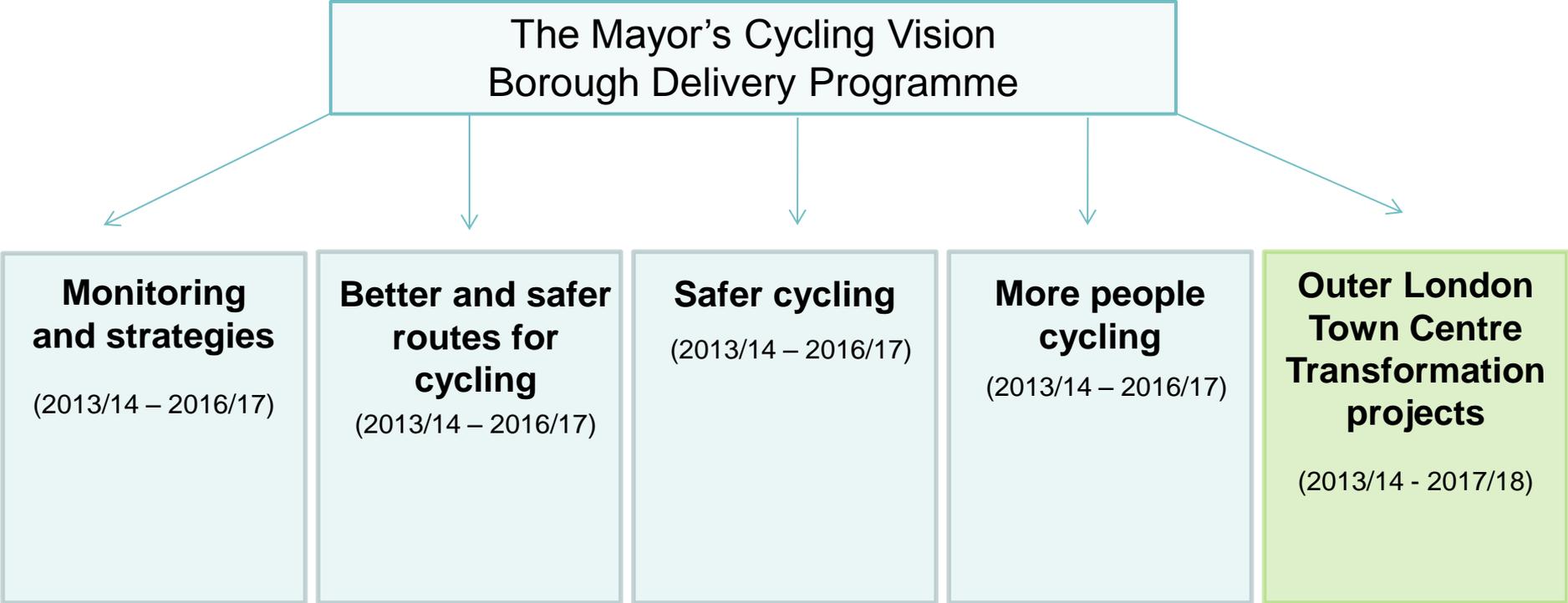
- 1. Provide Better Routes for cycling**
- 2. Create safer streets for cycling**
- 3. Encourage more people to cycle**



The additional funding provided in TfL's new Business Plan will ensure a further step change in delivery and realisation of the cycling vision.



# Borough funding bidding process - themes



Funding available to all boroughs



Funding for outer London boroughs only

**Note:** Boroughs will be invited to bid against these indicative budget areas. Funding will be confirmed on an annual basis.



# 1. Better routes for cycling

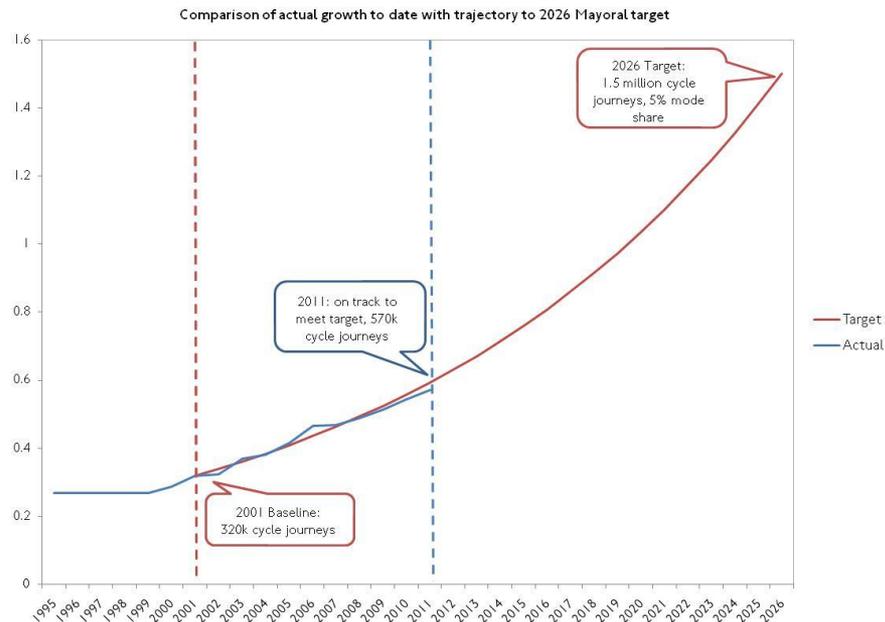
***....we have begun delivery of an extensive network of high quality cycle routes to accommodate journeys to, from and within the centre of London and into local town centres, with a variety of routes catering for different sorts of cyclists.***

We are on track to meet the Mayor's target of a 400% increase in cycling by 2026 (based on 2001) levels

To continue to grow cycling and make it more inclusive, we need to tackle the common barriers to cycling by making it easier, more comfortable and safer:

Cycle routes in London will be improved to make them:

- Continuous and connected
- Higher profile and more visible to people considering cycling
- Easy to find your way
- Sufficient capacity to cater for growth
- Suitable for different journey types and different types of cyclist



# Barclays Cycle Superhighways

## - higher quality routes for commuter journeys

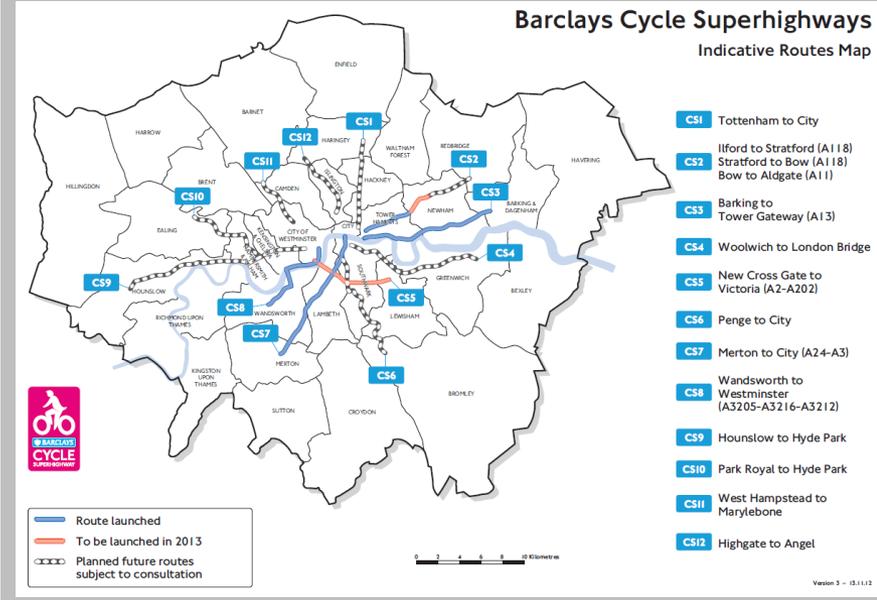
- Four new Superhighways delivered, remaining routes aim to be complete by 2015
- The new routes will reflect evolving design standards
- Innovations will include:
  - More protection from traffic, including:
    - At junctions
    - Deeper ASLs
    - ‘Floating’ bus stops

### Action to date:

- Routes CS2 and CS5 out to consultation. Feedback from stakeholders is very positive:

*“This extension will make cycling this stretch of road a lot safer. I am in favour of the extension.”*

- Detailed planning of remaining routes underway
- Working with DfT to trial innovative measures off street, including cyclist specific traffic lights.



Delivery 2013 - 2015

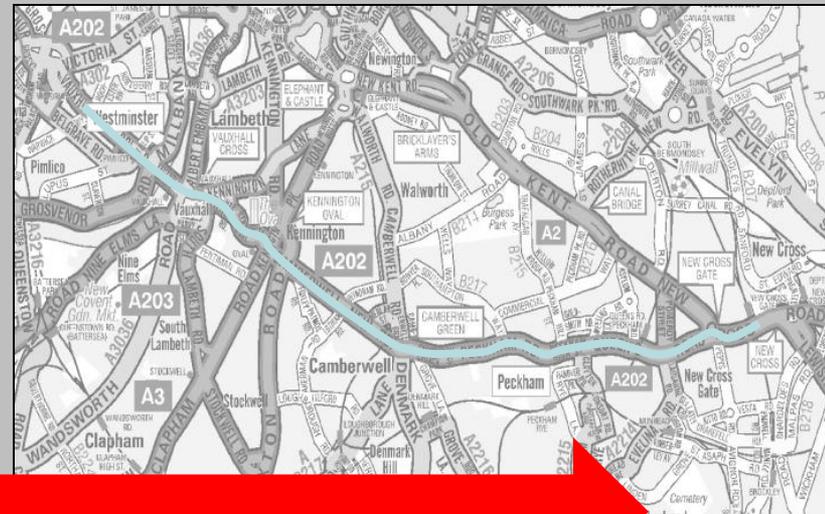


# Barclays Cycle Superhighways

## - CS5 : An example of innovative measures

New Cycle Superhighway 5 route from Victoria – New Cross will implement some new innovative and substantial changes to the road layout to improve safety for cyclists, including:

- More space for cyclists and buses, through reallocation of road space
- New mandatory cycle lanes, all at least 1.5 metres wide
- Improvements for cyclists at 52 junctions, including new Advanced Stop Lines, cycle feeder lanes, and speed reduction measures
- Innovative cycle 'early-start' facilities to help cyclists get ahead of traffic
- Banning some turns for cars and lorries to reduce conflict with cyclists
- Extended 20mph speed limit in New Cross



Delivery 2013

# Proposals: Developing the Network

## *A mixed network for a mixed market*

### *Proposed strategic network:*

❖ Barclays Cycle Superhighways	✓ Commuter trips between inner and central London
❖ Central London Grid / Principal cycle routes	✓ Longer direct cycle journeys to strategic destinations
❖ 'Quietways'	✓ Comfortable and attractive cycle journeys away from heavy traffic
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❖ (Local cycle routes and permeability measures)	✓ Local trips to local destinations

- Infrastructure
- Wayfinding
- Maintenance



Strategic and integrated approach to improvements

Delivery 2013 onwards

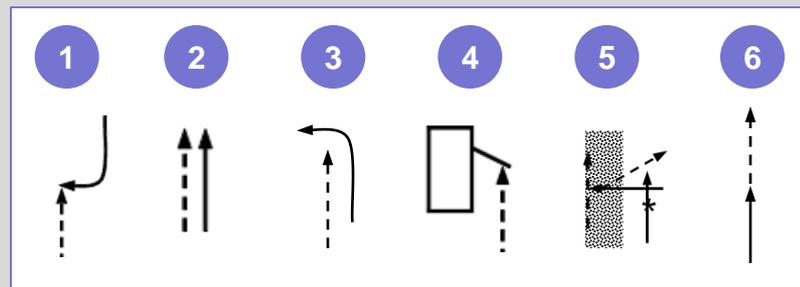


## 2. Safer streets for cycling

*....providing London streets and spaces as places where cyclists feel they belong and where all road users recognise their duty of care to one another.*

- Excellent progress being made in delivering the Mayor's Cycle Safety Action Plan (2010)
- Progress overseen by the Cycle Safety Working Group
- Cycling is getting safer with the pedal cycle KSI casualty rate on London's main roads falling by 55% between 2001 and 2010.
- Action to improve safety is focused on reducing conflicts between cyclists and other road users

### Common collision types resulting in cyclist KSIs:



1. Other vehicle turns right across path of P/C
2. P/C and other vehicle travelling alongside each other
3. Other vehicle turns left across the path of P/C
4. P/C hits open door / swerves to avoid open door of other vehicle.
5. Other vehicle fails to give way or disobeys junction control & collides with P/C
6. Other vehicle runs into rear of P/C



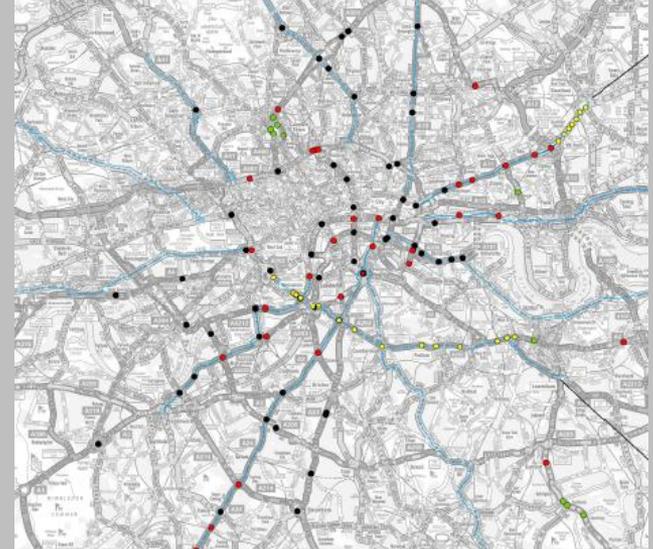
# Better Junctions

## - *reducing the number of collisions at junctions*

- A significant proportion of cycle collisions in London take place at junctions.
- To tackle this, over 100 top priority junctions are being transformed across London including:
  - Lambeth Bridge Northern Roundabout
  - Elephant and Castle Northern Roundabout
  - Waterloo IMAX Roundabout
  - Vauxhall Cross Gyratory
  - Stockwell Gyratory

### Action to date:

- 10 junctions were completed in 2012
- Planning underway for 40 more to be completed this year
- Review to ensure prioritisation of key locations



Delivery 2012 onwards



# Safer freight operators

## - *reducing the number of cyclist fatalities*

*Continuing to improve the cycling safety record of the freight industry – construction lorries in the spotlight*

- New TfL report confirms disproportionate risk to cyclists from construction lorries (tippers and skip lorries)
- Recommended actions for key construction industry players (e.g. HSE and construction companies) being circulated for comment/agreement by TfL Commissioner to CEOs of target organisations

### Action to date

- Report published
- Targeted freight operators to ensure their vehicles have minimum blind spots around vehicles (through retrofitting, technology and vehicle type).
- Over 5000 drivers trained
- All TfL contracts require operators to adhere to best practice



# Expanding the Cycle Task Force

## - *tackling conflict between road users*

*Increase the number of cycle safety officers in the Met Police's Cycle Task Force (CTF) to improve enforcement against illegal and anti-social road user behaviour*

- Support the 'Better Junctions' programme
- Change dangerous motorist behaviour
- Expand Exchanging Places programme
- Increase visible presence, improving the perception of safety
- Tackle red light jumping
- Improve investigations into fatal collisions

### **Action to date:**

- 7450 offences enforced against by MPS Cycle Task Force (CTF) since June/July 2010:
  - 50% were by private vehicles
  - 25% by commercial vehicles
  - 25% by cyclists (1686 offences)



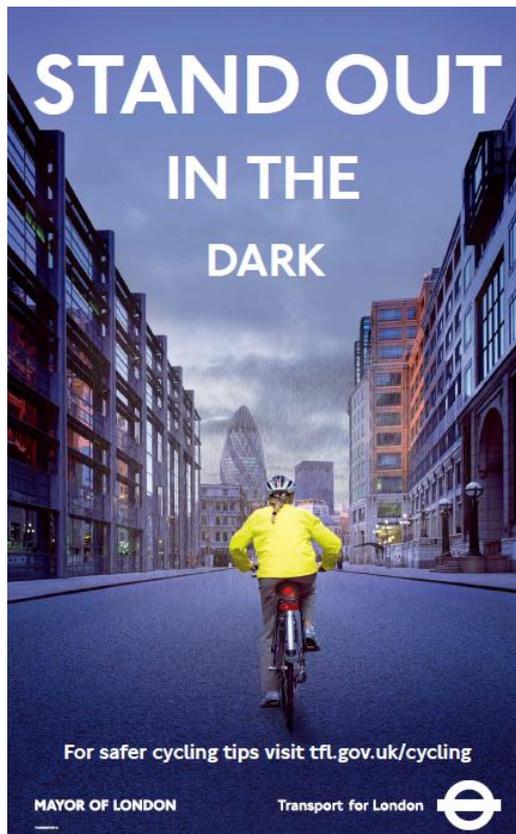
Delivery 2013 onwards



# Safety campaigns

## - *improving road user behaviour*

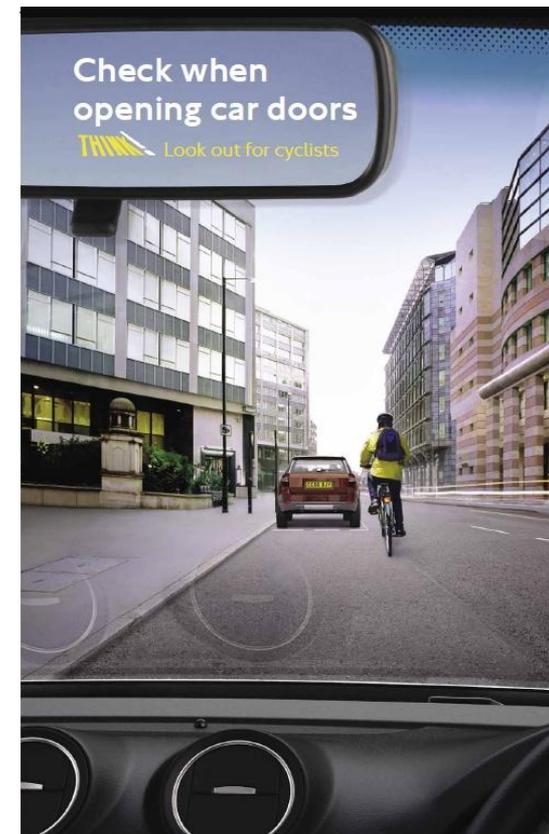
*Public campaigns aimed at all road users, encouraging them to share the road safely*



- Specific tips for all road users
- Encourage safer road use
- Discourage anti-social behaviour (i.e. Cycling through red lights and driver encroachment into ASLs)
- Messages being delivered in an impartial and non-accusatory manner

### Action to date

- Post campaign research indicates this approach is working to influence behaviour



Delivery 2008 onwards



# 3. More people cycling

***Aim is to create an environment where cycling is widely seen as a safe, easy, quick and pleasant way to get about the capital by all types of Londoners, across all boroughs, with convenient facilities available to match.***

- Inspiring people to cycle
- Focused delivery on areas with high cycling potential
- Breaking down the barriers to cycling



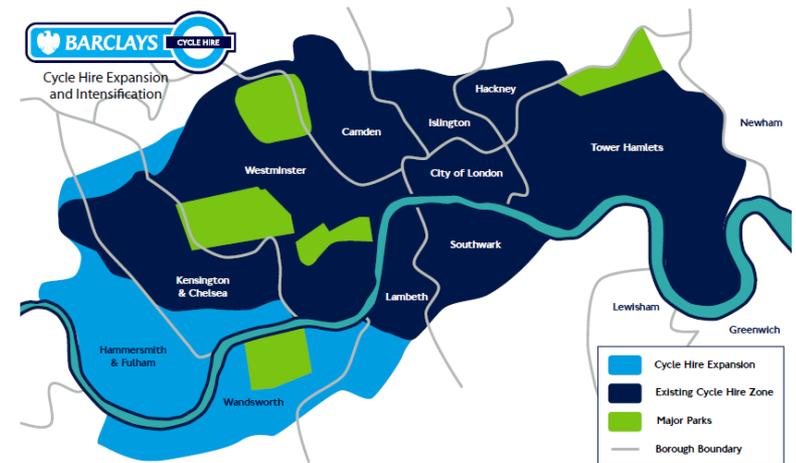
# Barclays Cycle Hire (expansion and intensification)

## - Facilitating demand for short trips in south west London

- Barclays Cycle Hire is to expand to the South-West, with the expansion set to launch in late 2013
- More docking stations will be introduced to the existing area covered by the scheme.
- 2,000 new bicycles and around 5,000 additional docking points, almost half of which will be south of the Thames.
- TfL is also investigating the feasibility of expanding cycle hire to Outer London town centre locations.

### Action to date

- Mayoral approval – 2012
- Programme well advanced and on track to delivered on time



Delivery 2013



# Transforming outer London town centres

*- unlocking the high levels of cycling potential in outer London*

*The transformation of at least three Outer London town centres into cycling and sustainable travel demonstration towns.*

- Drawing on European and international best practice and examples – creating a Copenhagen, Amsterdam or Portland in Outer London

## Action to date

- 13 Biking Boroughs making good progress with delivering new schemes
- Initial meetings held with a number of Outer London boroughs to encourage development of ambitious town centre proposals



Delivery 2014 onwards



# 80,000 more cycle parking spaces and new Cycle Hubs

## - breaking down barriers to cycling at the origin & destination of journeys

*80,000 additional cycle parking spaces being delivered where people live, work and visit by 2016, with a programme to expand facilities beyond this date*

Delivery on-street, at schools, at workplaces, at stations, in residential areas and as part of new developments

### Cycle Hubs

- Network Rail will create cycle hubs at two rail stations - Waterloo and Victoria.
- More spaces to be provided at Central London termini and LU stations

### Action to date

- 60,000 spaces delivered during first Mayoral term
- Ealing Broadway and Bromley cycle hubs opened



80,000 additional cycle parking spaces delivered by 2016



# Large scale cycle events in London

- *inspiring Londoners by celebrating cycling*

## 1. RideLondon – August 2013

Two day annual cycling legacy festival in London incorporating four cycling events with two mass participation rides – the RideLondon-Surrey 100 with 30,000 participants and the Free Cycle with 70,000 participants.

**Action to date** - 10,000 already registered to participate in Freecycle and registration oversubscribed and now closed for the RideLondon-Surrey 100.

## 2. Tour of Britain – September 2013

The Tour of Britain, the UK's biggest professional cycle race, will return to the Capital's streets this year on its final stage. The world's top cyclists will complete a 10km individual time trial the morning, followed by the traditional circuit race over 80km on a 10km circuit in the afternoon, reaching a climax in Whitehall.

**Action to date** – work underway to secure a sponsor and traffic management planning taking place

## 3. Tour de France – July 2014

The world famous race will take place in London for the second time. The capital will host the climax to the UK section of the race, which begins in Leeds



Delivery 2013 onwards



# Conclusion

*- making it happen (lots done, lots to do)*

- Excellent progress to date in delivering the Mayor's Cycling revolution including Cycle Hire, Cycle Superhighways, Biking Boroughs and safety programmes
- Investment is leading to significant levels of growth in cycling across London, comparative to other cycling cities
- The Mayor's new vision for cycling will build on this momentum and deliver another step change in the transformation of London into a cyclised city.
- This transformation will be delivered in partnership with many organisations including:
  - London Boroughs
  - Campaign organisations
  - Metropolitan Police
  - Royal Parks
  - Schools and Universities
  - Retailers and Manufacturers





**Transport  
for London**

**Surface Transport,  
February 2013**