

Barclays Cycle Superhighways



**Chris Bainbridge, London Borough of Hammersmith & Fulham
Hannover, 23.11.2011**



The London Cycling Revolution



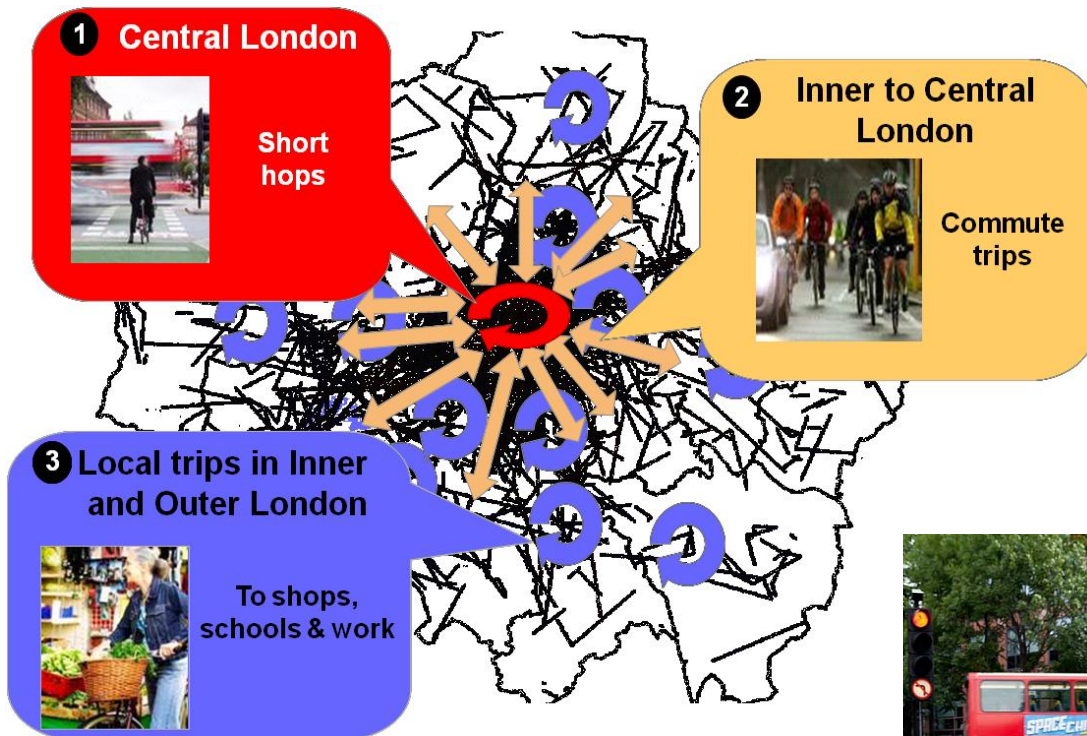
**+ 400 % by
2026**



3 main opportunity areas

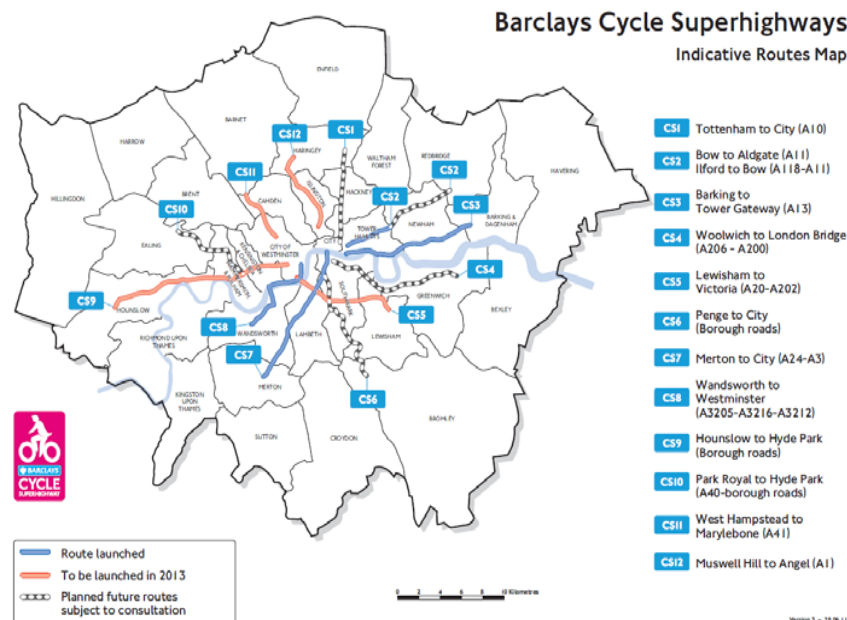


3 key projects



Overview:

Twelve radial commuter cycle routes from outer to inner London



The Barclays Cycle Superhighways will:

- ✓ Address safety issues along the route through specific highway measures, including major barriers
- ✓ Provide direct and reliable routes into London
- ✓ Provide routes that have continuous clear blue markings from end to end
- ✓ Have a clear identity
- ✓ Have road surfaces which will be improved for comfort and on which obstructions will be minimised



In combination with Supporting Measures

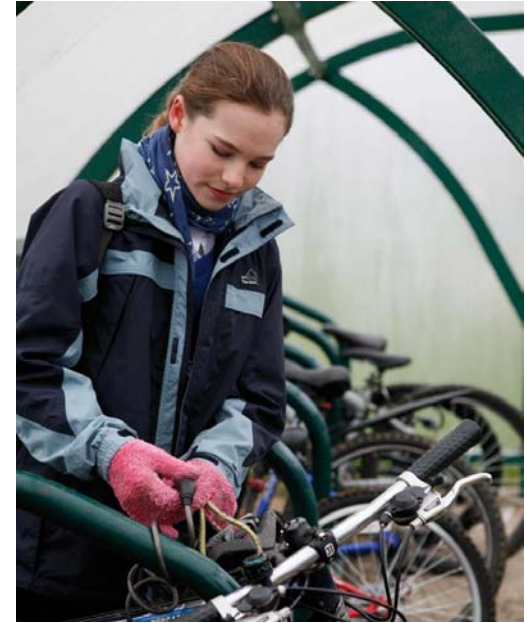
“Home-End” Measures

Residential cycle parking

Cycle Training

Marketing

Working with the London Boroughs



“Work-End” Measures

Workplace cycle parking and lockers

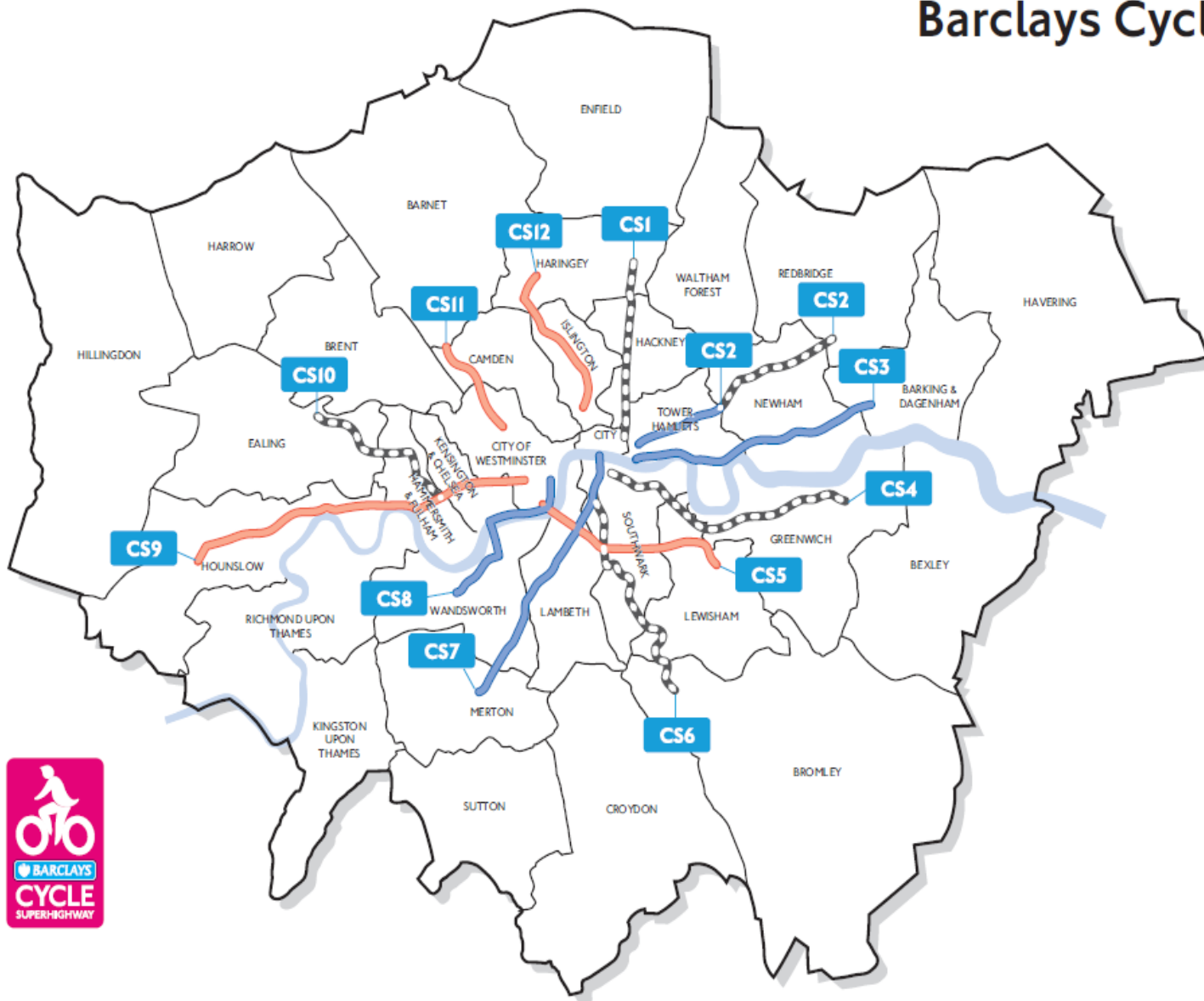
Bike maintenance

Working with businesses



Barclays Cycle Superhighways

Indicative Routes Map



- CS1** Tottenham to City (A10)
- CS2** Bow to Aldgate (A11)
Ilford to Bow (A118-A11)
- CS3** Barking to
Tower Gateway (A13)
- CS4** Woolwich to London Bridge
(A206 - A200)
- CS5** Lewisham to
Victoria (A20-A202)
- CS6** Penge to City
(Borough roads)
- CS7** Merton to City (A24-A3)
- CS8** Wandsworth to
Westminster
(A3205-A3216-A3212)
- CS9** Hounslow to Hyde Park
(Borough roads)
- CS10** Park Royal to Hyde Park
(A40-borough roads)
- CS11** West Hampstead to
Marylebone (A41)
- CS12** Muswell Hill to Angel (A1)



- Route launched
- To be launched in 2013
- Planned future routes
subject to consultation

0 2 4 6 8 10 Kilometres

What's New?



End to end provision of established cyclist-friendly measures



Together with...



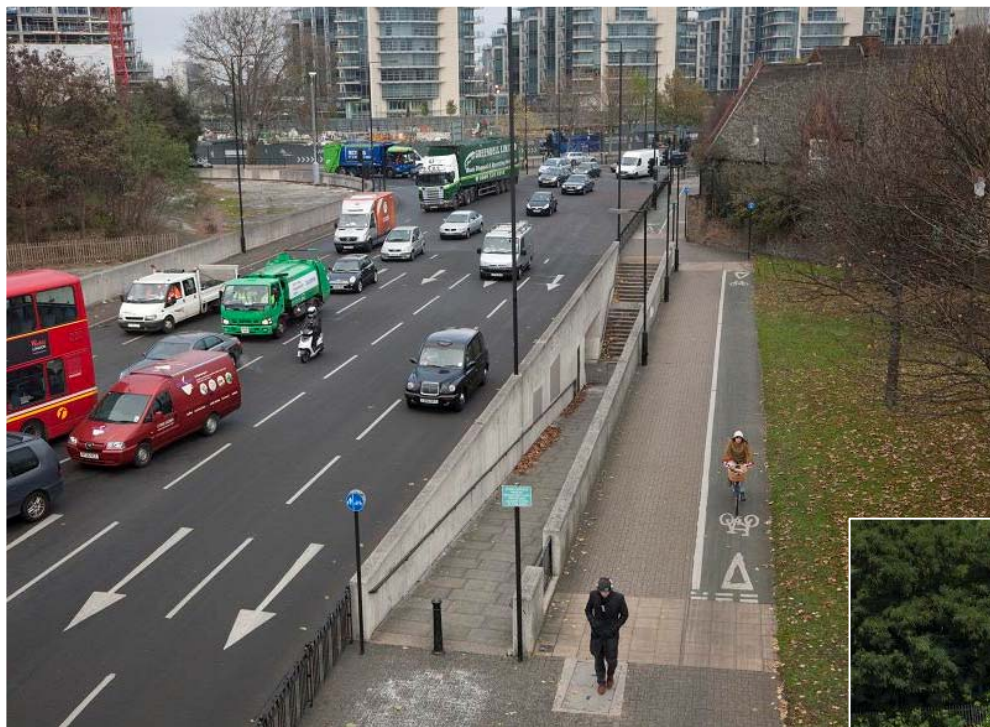
Enforcement and Education

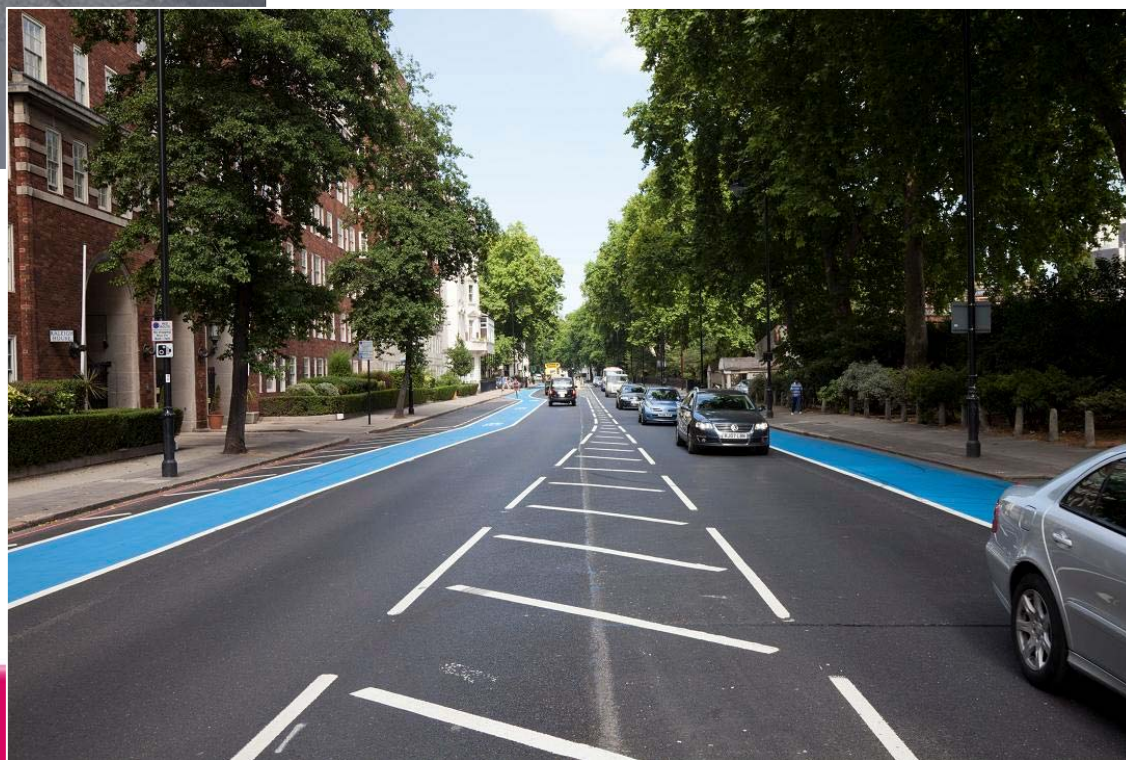


And, most importantly, tangible safety improvements...

- **New cycle lanes** on road where space allows
- Left turn lanes removed at junctions **Kennington** and **Cambridge Heath Road** to reduce potential conflict points
- Removal of general traffic lanes at **Stockwell** and **Wandsworth Bridge roundabout** to provide segregated lanes for cyclists
- All **ASLs** 5m deep, so LGV drivers can see cyclists clearly
- **Logos** used to send clear signal to motorists where cyclists are in mixed traffic
- Roadside **safety mirrors** well received by both cyclists and motorists











What's happening on the Pilot routes?

- Cycling has grown by **46%** on CS7, and **83%** on CS3
- Some locations experiencing more than **100%** growth
- **80%** of scheme users surveyed agreed or strongly agreed that Barclays Cycle Superhighways **improve safety** for cyclists - nearly **two thirds** of respondents identified a greater feeling of **safety** from the blue surfacing.
- **78%** of respondents using CS3 and **61%** using CS7 agreed or strongly agreed that the Barclays Cycle Superhighways improve the predictability and reliability of journeys.
- Over **4,000** cycle parking spaces and **4,300** cycle training hours delivered

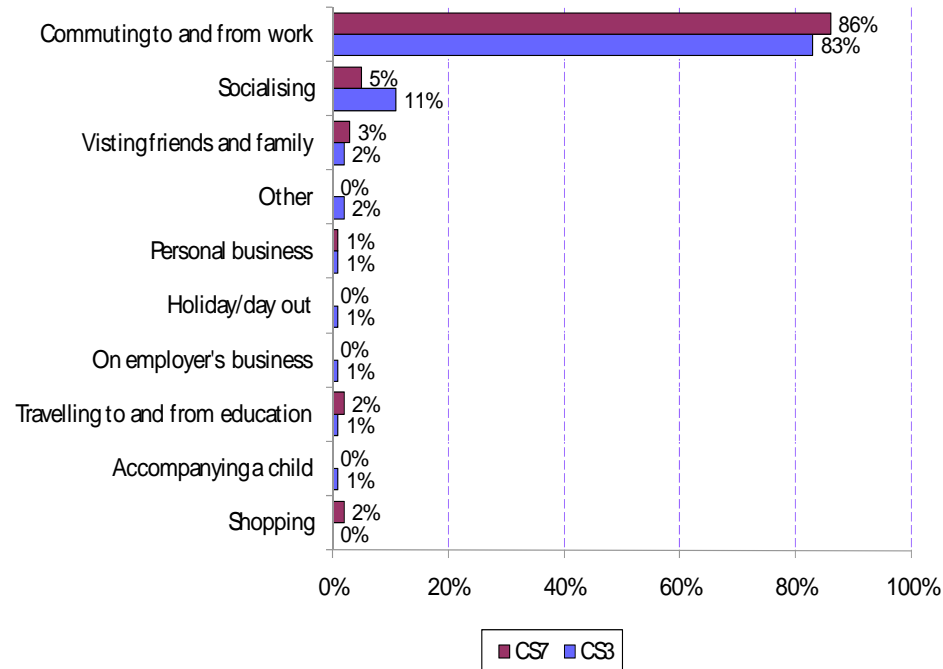
"I am a fair-weather cyclist who commutes from home in Herne Hill to work in Temple. As such, I cycle onto Kennington Park Road so that I can join CS7 for part of my journey. The new cycle superhighway has definitely made my commute much easier in points and I fully endorse the general move to make London a more cycle-friendly city."

Email from local resident



Customer research results just in! Overview...

- Research carried out with people living near the Barclays Cycle Superhighways and who made trips along the corridor by any mode found that: **34% of non-cyclists had started to cycle on the Barclays Cycle Superhighways!**
- Following launch, **35% had bought cycling equipment and 27% had bought a bike.**
- The average time spent travelling on the Cycle Superhighway (per journey) was **17 minutes for CS3 and 21 minutes for CS7.**
- In both waves, most respondents believed that the Barclays Cycle Superhighways would **improve safety for cyclists, improve the predictability and reliability of journeys** and help London feel like a city for cycling.



Above: Purpose of trips on the Cycle Superhighways



Barclays Cycle Superhighways:

- Safe, continuous, fast, direct, easily identifiable routes for commuter cyclists between inner and central London
- Infrastructure improvements complemented by a range of supporting measures aimed at removing barriers to cycling
- Routes 5 & 12 launch summer 2013
- Evaluation of existing routes continues
- Optioneering, design and consultation for further routes
- All 12 routes to be in place by 2015



Any questions?

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www.tfl.gov.uk/barclayscyclesuperhighways

