

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

SUBJECT: UPDATE ON BARCLAYS CYCLE SUPERHIGHWAYS

DATE: 9 NOVEMBER 2010

1 PURPOSE AND DECISION REQUIRED

1.1 This paper updates the Panel on the Barclays Cycle Superhighways.

2 PILOT ROUTES BACKGROUND

2.1 The Barclays Cycle Superhighways (BCS) pilot routes (Route 3 – Barking to Tower Gateway, and Route 7 – Merton to City), completed on time and under budget on 19 July 2010, with a successful launch event attended by the Mayor on Clapham Common.

3 RESULTS TO DATE

3.1 A number of data gathering and market research exercises are underway to assess the effectiveness of the pilot routes, with lessons being incorporated into the roll-out programme. Key findings to date include:

- (a) Both the Target Market Survey and cycling counts provide evidence of a 25 per cent uplift in cycle journeys from August 2009 to August 2010 along the pilot routes, against an average increase of 11 per cent across London. Some sections of the Merton to City route show increases of 90 per cent or more.
- (b) From the Target Market Survey, of the 257 pilot route interviewees who cycle on the pilot routes, 71 interviewees (28 per cent) state they had bought a bicycle since the launch of the pilot routes.
- (c) Of those Target Market interviewees using the pilot routes, around 20 per cent had shifted from another mode since the launch of the Cycle Superhighways.
- (d) The majority of LGV drivers, cyclists and car/van drivers believe that roadside safety mirrors would improve cyclists' safety; 41 out of 51 LGV drivers said they would change the way they used junctions fitted with roadside safety mirrors.

4 NEXT STEPS

4.1 Two further routes (Route 8 – Wandsworth to Westminster, and Route 2 – Bow¹ to Aldgate), started construction to schedule on 30 September 2010, with completion

¹ TfL originally proposed that Route 2 would run from Ilford to Aldgate. Following consultation with the London Borough of Newham, the section east of Bow Roundabout has been deferred until after 2012 and will be reviewed again at that stage.

targeted for summer 2011. Highlights include:

- (a) making modifications to 30 junctions along both routes to make them safer for cyclists;
- (b) subject to a successful trial along the pilot routes, installing cycle safety mirrors known as 'Trixi' mirrors at a number of locations, as for routes 3 and 7;
- (c) introducing 24 new Advanced Stop Lines at junctions along both routes, providing a space for cyclists to wait at lights ahead of the queue of traffic;
- (d) introducing a clearly marked diversionary route so that cyclists can avoid the busy junction at Battersea Park Road and Queenstown Road; and
- (e) introducing new mandatory cycle lanes along 25 per cent of the Wandsworth to Westminster route.

4.2 The remaining eight routes will be delivered as part of a rolling programme through to 2015.

5 RECOMMENDATION

5.1 The Panel is asked to NOTE the paper.

6 CONTACT

6.1 Contact: Keith Gardner, Head of Strategy and Business Development,
Surface Transport
Number: 020 3054 0321
Email: Keith.Gardner@tfl.gov.uk