Surface Transport Panel

Date: **30 October 2014**

Item 7: **Cycle Superhighways**

This paper will be considered in public

1 Summary

To update the Panel on the progress of the Cycle Superhighways programme.

2 Recommendation

That the Panel note the progress of the Cycle Superhighways programme.

3 Background

3.1 Cycling is now the third largest mode on London's roads - and the second largest mode in the morning peak, with a 24 per cent modal share. The Mayor's Vision for Cycling in London, published in March 2013, describes an ambitious programme of work to deliver a step-change in the quality of provision for London's cyclists. Cycle Superhighways are the backbone of the Vision - routes that would provide safer, fast, direct, continuous and comfortable ways of getting into and across central London by bicycle along recognised commuter routes. The routes would connect seamlessly with Quietways and other local cycle routes, and be integrated with the Central London Cycling Grid with junction designs that meet the needs of those joining and leaving the routes.

3.2 A set of designs for future Cycle Superhighways routes has been developed by TfL, in liaison with the Cycling Commissioner and in close consultation with a large number of key stakeholders along the proposed routes. The designs demonstrate significant safety benefits for cyclists, address recommendations from the London Assembly and campaign groups criticising lack of physical separation on cycling routes, and cater for growing demand for cycling. The designs of this tranche of schemes are intended to encourage people who would like to cycle but currently feel unable to do so. The design outcomes contribute positively to a number of Surface Transport Principal Outcomes including in particular 'More and safer cycling', 'Reduced casualties', and 'More and safer walking'. However, some Surface Outcomes are negatively impacted, including provision of a 'Quality Bus Network' and 'Reliable Roads'.

3.3 Subject to Board approval further to public consultation, works will start on construction of the four cycle superhighway routes discussed in this paper between February and April 2015.

4 Consultation Overview

Scheme	Start date	End date
Cycle Superhighway 5 inner (CS5i)	9 July 2014	14 September 2014
East-West Cycle Superhighway (EWCS)	3 September 2014	9 November 2014
North-South Cycle Superhighway (NSCS)	3 September 2014	9 November 2014
Barclays Cycle Superhighway 2 (CS2U)	23 September 2014	2 November 2014

4.1 In this tranche of delivering Cycle Superhighways, four schemes are being publically consulted on before December 2014. Cycle Superhighway 5 inner (CS5i), East-West Cycle Superhighway (EWCS), North-South Cycle Superhighway (NSCS) and upgrades to the existing Barclays Cycle Superhighway 2 (CS2U). The timetable is shown above.

4.2 Cycle Superhighway 1 (from Tottenham to the City) was due to go into public consultation at the end of October 2014, but is currently on hold due to some design alterations suggested by the Cycling Commissioner.

5 Scheme Details

5.1 Cycle Superhighway 5 (inner)

CS5i between Oval and Pimlico would deliver a continuous, largely segregated, two-way cycle track, offering major improvements in safety and comfort for cyclists and removing risk of conflict between traffic and cyclists. The route runs through Vauxhall, which is currently an intimidating location for cyclists, but difficult to avoid for many cycle journeys between south-west and central London. Around 3,000 cyclists use Vauxhall Bridge in the rush hours alone. The segregated track will also connect at both ends to new “Quietway” back-street cycle routes, allowing cyclists from a wide area of south London to reach Westminster and central London on traffic-free or low-traffic routes.

5.2 **East West Cycle Superhighway**

EWCS would provide a clear and convenient route for cyclists between Tower Hill and Acton. The route would be largely segregated by reallocating road space from other traffic and changing the operation of some junctions. The route runs through four junctions that TfL has identified as part of 33 “Better Junctions” destined to be transformed to improve facilities for cyclists and pedestrians. The four junctions are Tower Hill, Parliament Square, Spur Road and Lancaster Gate. Alongside the improvements for cyclists, pedestrians gain over 4,000 square metres of pedestrian space in the form of footway, traffic islands, bus and coach stops. On parts of the scheme, the segregated cycle lanes would be removable during state occasions.

5.3 **North South Cycle Superhighways**

The North South Cycle Superhighway proposes a continuous, largely segregated cycle route between Elephant & Castle and Farringdon. At present around 50 per cent of all traffic going across Blackfriars Bridge in the morning is cyclists, so the scheme aims to reallocate road space more in line with usage of the road. At the southern end, the route would connect to CS7, which itself will see significant improvements delivered through the better junctions programme, at both Oval and Stockwell. The proposed route along Blackfriars Road delivers aspirations shared with the local borough for a more pleasant and pedestrian-friendly boulevard to support regeneration of the area.

5.4 **Cycle Superhighways Route 2 upgrade**

The upgrade of the existing CS2U between Aldgate and Bow roundabout plans to improve safety and comfort for cyclists by providing kerb and wand-separated cycle tracks along the whole route and new junctions to separate cyclists from other traffic. The average number of cyclists on the route is 2,000 each day in each direction. Subject to approval from the Department for Transport, the design

at some junctions proposes the use of innovative methods to allow cyclists to turn right, and signals which allow cyclists to proceed ahead of other traffic.

6 Impacts of the Cycle Superhighways on Road Users

6.1 Impacts on pedestrians have been evaluated. In some cases, changes at traffic signal junctions would mean an increased wait time for pedestrians to cross the road, by up to 25 seconds in the case of some junctions on CS2U.

6.2 Analysis shows that the proposals for these cycle superhighways would mean longer journey times for motorists, bus and coach, and taxi passengers on some journeys through and along the scheme areas. Journeys on roads towards and around the scheme areas may also be longer. TfL has completed detailed modelling for general traffic and bus journeys on a sample of routes through each scheme and has presented the expected changes in journey times as part of the consultation materials. Expected changes are variable; some bus routes could see an increase of 7-10 minutes through a scheme area (route 453 southbound in the morning through the EWCS), whereas others could see a reduction of 5-7 minutes (route 100 northbound in the morning along the NSCS). Most bus routes see less significant impacts of between +/-1-2 minutes change in journey times.

6.3 Impacts to traffic are also variable. For instance, a westbound journey on EWCS between East Smithfield (Tower Hill) and St Margaret's Street (Parliament Square) in the morning will be 19 seconds slower than now and the return journey - eastbound in the evening peak - on the same route will be nearly four minutes quicker. However, journeys have also been modelled on The Highway east of central London showing that an increase of 15 minutes on journeys from Limehouse Link tunnel to Tower Hill in the morning is expected. And for traffic joining the NSCS route from Stamford Street, travelling to Queen Victoria Street, journeys times could increase by 12 minutes in the morning.

7 Complimentary Measures to Mitigate Impacts

7.1 We plan to further reduce journey time delays using a number of other techniques which we successfully used during the London 2012 Games on these and other routes. These include:

(a) A complementary programme of new bus priority measures aiming to help recover the lost journey time on affected bus routes;

(b) Greatly increased enforcement against illegal parking and loading on these routes to keep unplanned disruption to a minimum;

(c) A freight management and consolidation strategy, which encourages freight operators to plan their activity to avoid the busiest times and locations;

(d) A behaviour change strategy, which encourages drivers to consider alternative forms of transport; and

(e) A travel demand management strategy to provide more comprehensive and specific travel advice to road users, which would help them make informed journey choices to avoid busy times and busy locations.

List of Appendices:

None

List of Background Papers:

None

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