



Making Cities Bicycle Friendly:
Lessons from London. Green World Dec 2010



Thanks to Amy Fleuriot Cyclodelic

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Lessons from London





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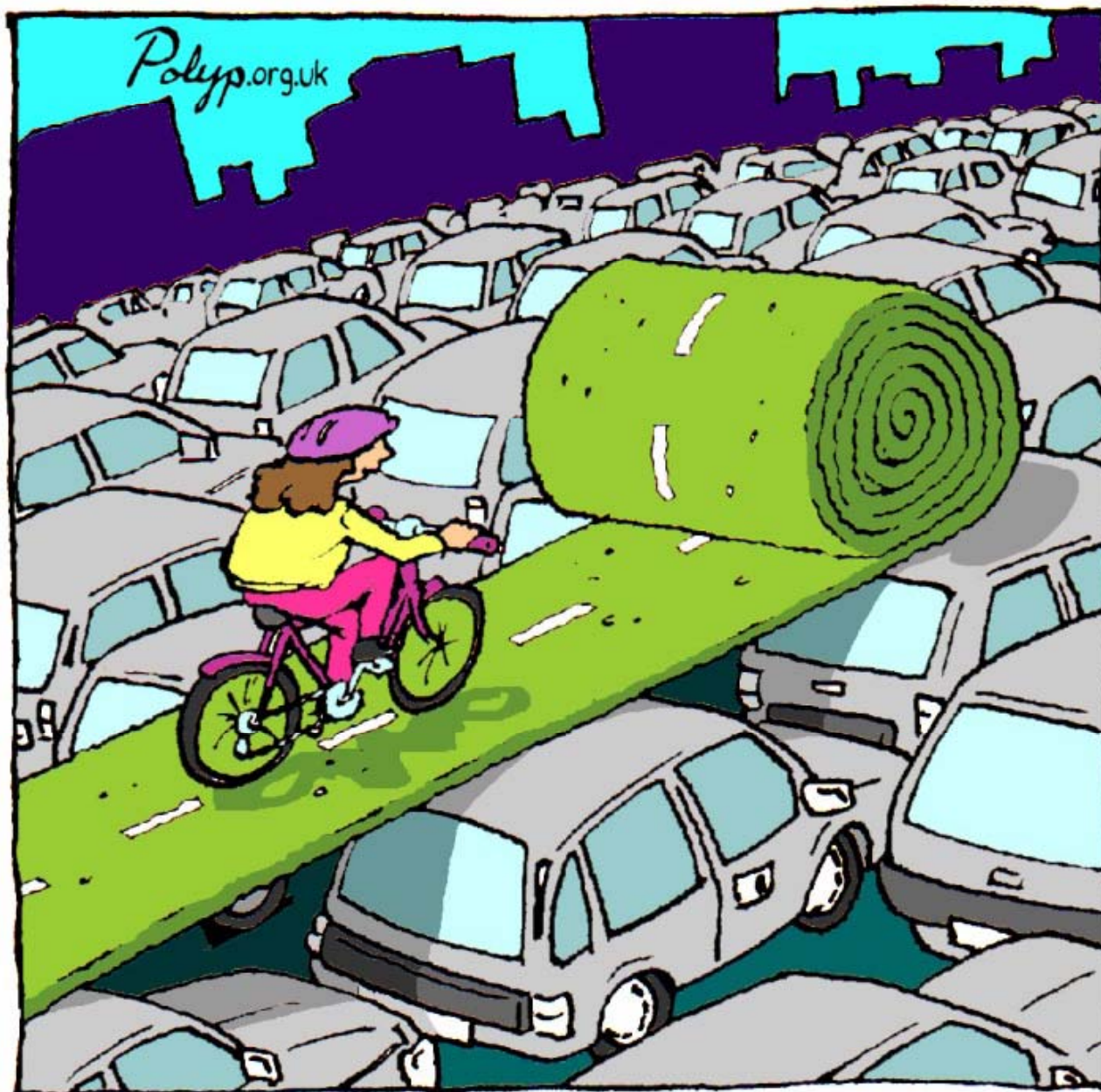


Making Cities Bicycle Friendly:
Lessons from London

A new culture of cycling



Cultures become embodied in professional practice, for example engineers, safety officers – which can be a problem



'GREEN CARPET'



A Cycle-ised City is a Civilised City



The invaded city



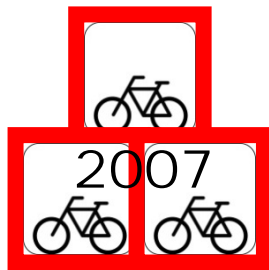
The traditional city



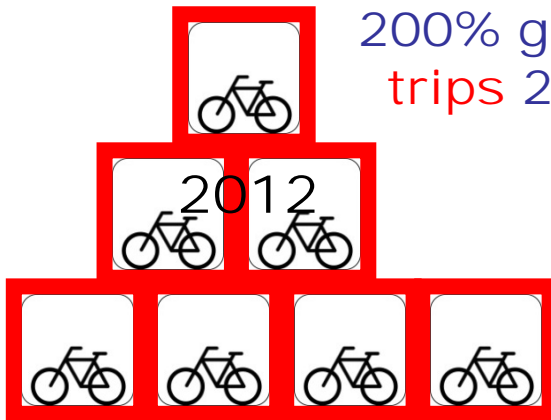
London
Cycling
Campaign



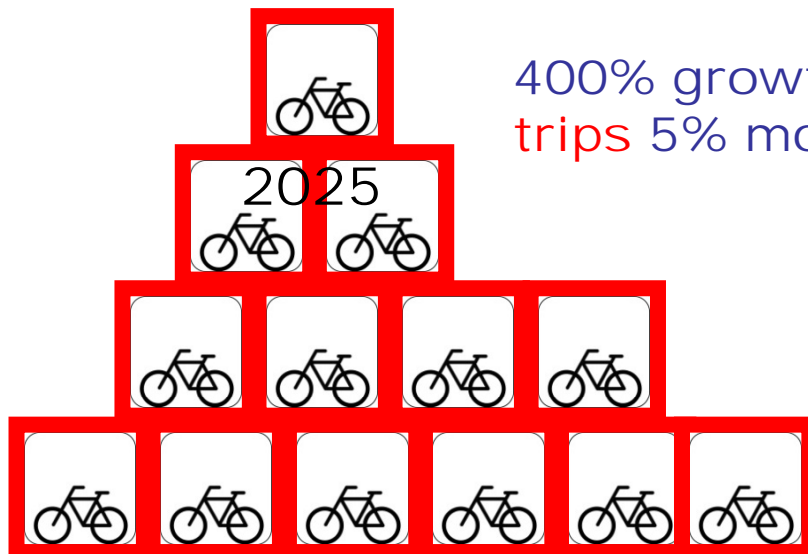
2004 Baseline



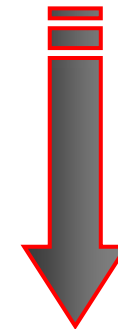
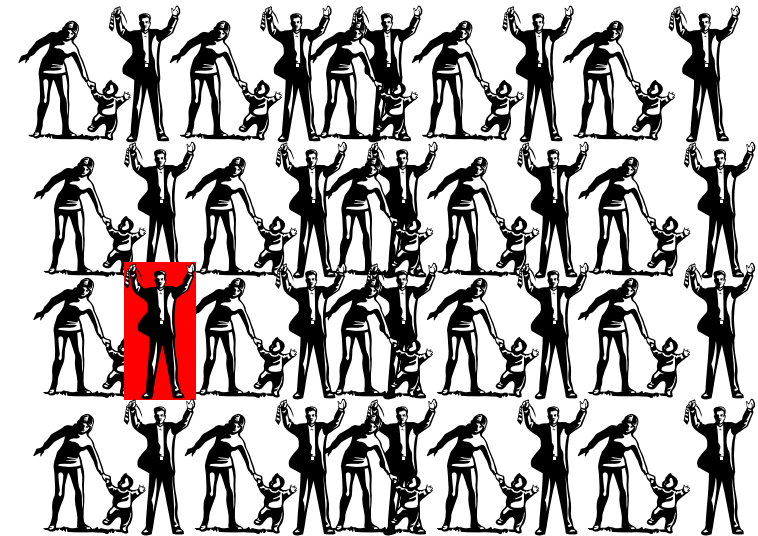
80% growth 0.4m cycle trips
1-2% mode share



200% growth 0.9m cycle trips
2-3% mode share



400% growth 1.7m cycle trips
5% mode share



to...

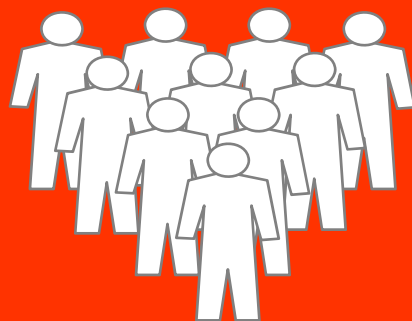
1 in 10 Londoners
regularly cycling
(potential is 1 in 5)

What drove the targets for cycling growth?

- A cool-headed business case
- An unusual balance of power

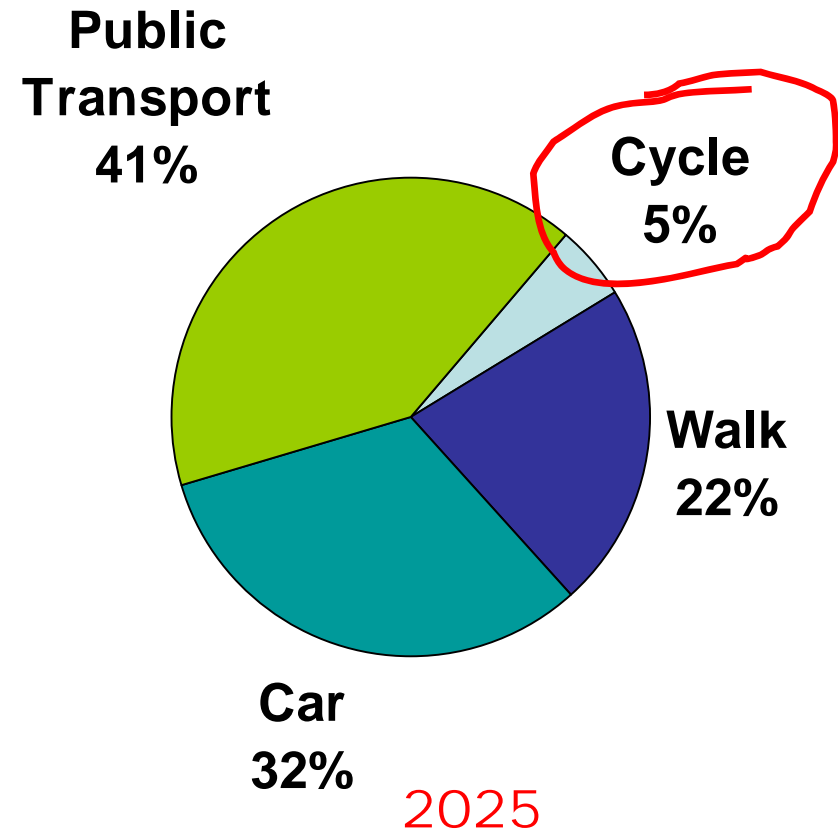
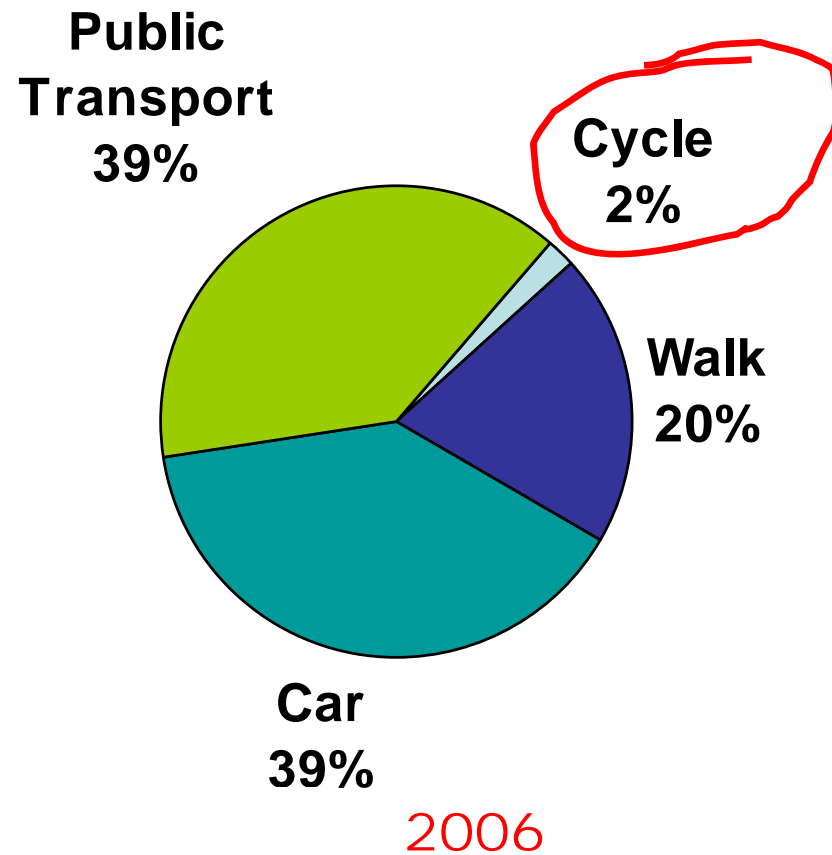
London's transport – the 2006 congestion imperative

+ 800,000



**Forecast population
growth by 2025**

Mode Share Targets



When cycling growth becomes a target upon which the success of other modes matter cyclists will be counted.

When cyclists are counted they matter

You need mode share targets (at all levels and informing all partnerships)

Politics



Leadership



Balance of power



Pressure and partnership

London Cycling Campaign

Services – Participation – Advice - Campaigns

- Expert Staff – 12 full time (CRISPS, CCFL, Advocacy)
- Expert and experienced volunteers and working groups
- 10,500 members and growing
- 33 borough groups (rides, advocacy, advice, events, campaigns, borough plans and priorities)
- Over 100 community group links
- Leader within the London Cycling Movement
- Long standing and influential relationships in boroughs, BCOG, Star Alliance, Cycling London, GLA, TfL and with NGOs



Cycling Policies



Information – maps and travel plans
Cycle training
Marketing and promotion
Community programmes
Active spectators and Olympic bid
Cycle Fridays
Health legacy and Cycling on Referral
Spending up from £5m to £25m
to £100m/year



London Cycle Network
London Cycle Design Standards

Road reallocation
Consultation process – CRISP
Smarter Travel
Permeability
Hierarchy of provision



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Bogota Columbia



Bogota Columbia





Car Free 'Freewheel' and Bike Sundays

Ciclovia Bogota, Columbia





Cycle Superhighways London (*superficial* highways)

Cycle unfriendliness is caused by a
poor quality of the urban realm

A city fit for childhood and family
life, fit for living and wandering in,
discovering, sitting, chatting, is a
city fit for cycling

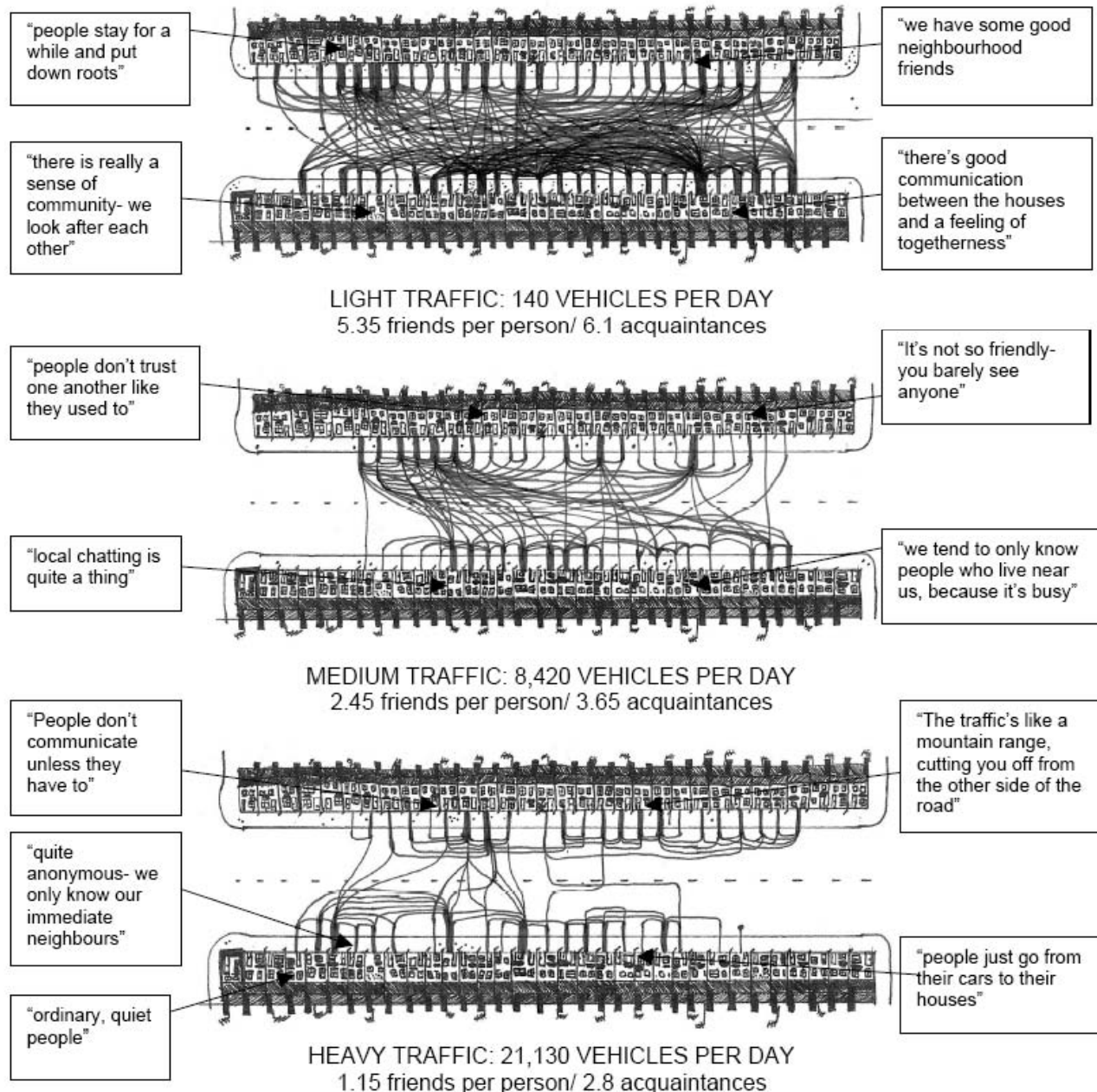
Copenhagen cycle lanes



Rising
traffic
undermines
quality of
life

Friendships
on busy
streets are
cut by 75%

Community Interaction on Three Bristol Streets



A cycling (and walking) perspective
drives a people-friendly
transformation of the urban realm

It challenges the current street-use default



Thanks to Ben Hamilton-Baillie

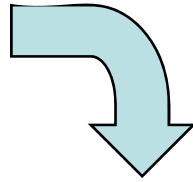


Streets return to being
shared public spaces
(our influence on Boris)

.....Imagine everyone rode bicycles in London.....



Oxford Circus



Changing the default



London as a cycling city

Anthony Lau

Sutherland Avenue



These before and after images show Sutherland Avenue in Maida Vale but they are typical of the transformation that could be applied to many of London's streets that are compromised by parked cars – particularly those with 4 rows of parking including a central reservation. Westminster, along with many central London Boroughs, falls short of its quotas of green space per resident and cars have made these types of street anti-social places with consequent problems of security and isolation. This in turn pushes people to unnecessarily use their car for short journeys. The provision of a more secure and enjoyable streetscape could transform Londoners' perception about making journeys on foot or by bike.

David Morley Architects are working with the Rifkind Levy Partnership to establish the extent that London could benefit from removing parked cars from streets such as this. Cars should be reserved for longer journeys out of the City. Initiatives such as parking below parks and gardens could be combined with secondary personal transport systems which would provide a more sociable way of connecting residences and personalized space for storing cars and other personal effects.



Streets For People

© David Morley

A cycling (and walking) perspective provides solutions to four powerful political imperatives

1. Congestion
2. Public health crisis
3. Climate change
4. Shrinking public budgets

Where is action needed and where
has it been taken?

Action needed and action taken

1. London Plan and Planning policy
2. Transport policy
3. Cycling policy
4. Health policy

London Plan and Planning Policy

The London Plan should include the following core goals:

- 1. Spatial and physical planning to promote health through active travel**
- 2. Creating and enhancing public space and public life**

- Reduce the need to travel
- Place active travel at the centre of transport and planning decisions
- Rebalance the use of streets from traffic to social interaction and public life
- Place obligations within local development plans to promote these aims
- Develop the potential of a London of many centres with mixed use, enhanced public spaces and car-free areas
- Assess new developments on the basis of cycle-ability and walk-ability
- Design streets around the need to achieve slower speeds and shared-use

Transport Policy

- The logical policy arising from a concern for quality of life, public realm, people-friendly streets and neighbourhoods, and active travel modes, is to determinedly reduce motor traffic volumes and speeds and reallocate road space to those purposes
- In the language of choice, to reduce car dependency and enable your choice to walk or cycle

Reducing car dependency (a.k.a. making the car the rarely used alternative)

- Smarter Travel Plans
- Car Clubs
- Road Pricing
- Workplace parking charges
- Promoting Cycling and Walking
- Improving public transport
- Car-free developments
- Filtered permeability

£8 congestion charge
Net income ~£90 million



Up 29,000



Up 560 buses

Up 30 to 50%



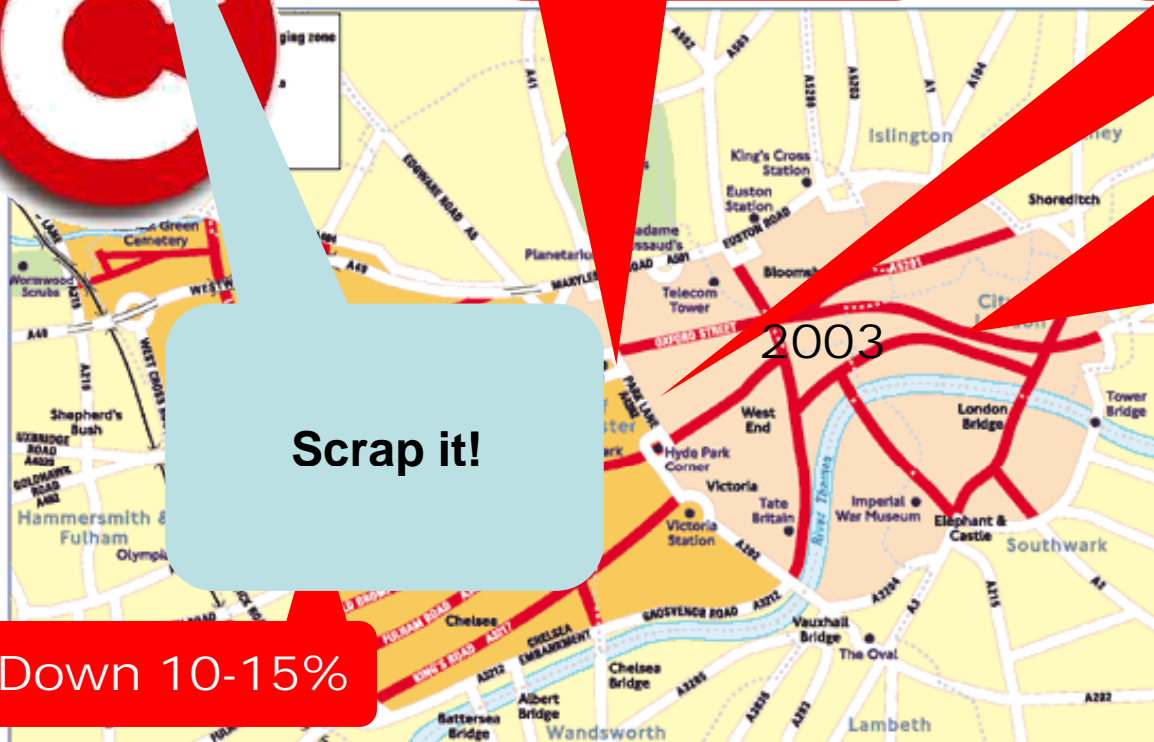
Down 30%



65,000 fewer car
movements/day

Scrap it!

Down 10-15%



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£25

Scrap it!



Higher order solutions for cycling

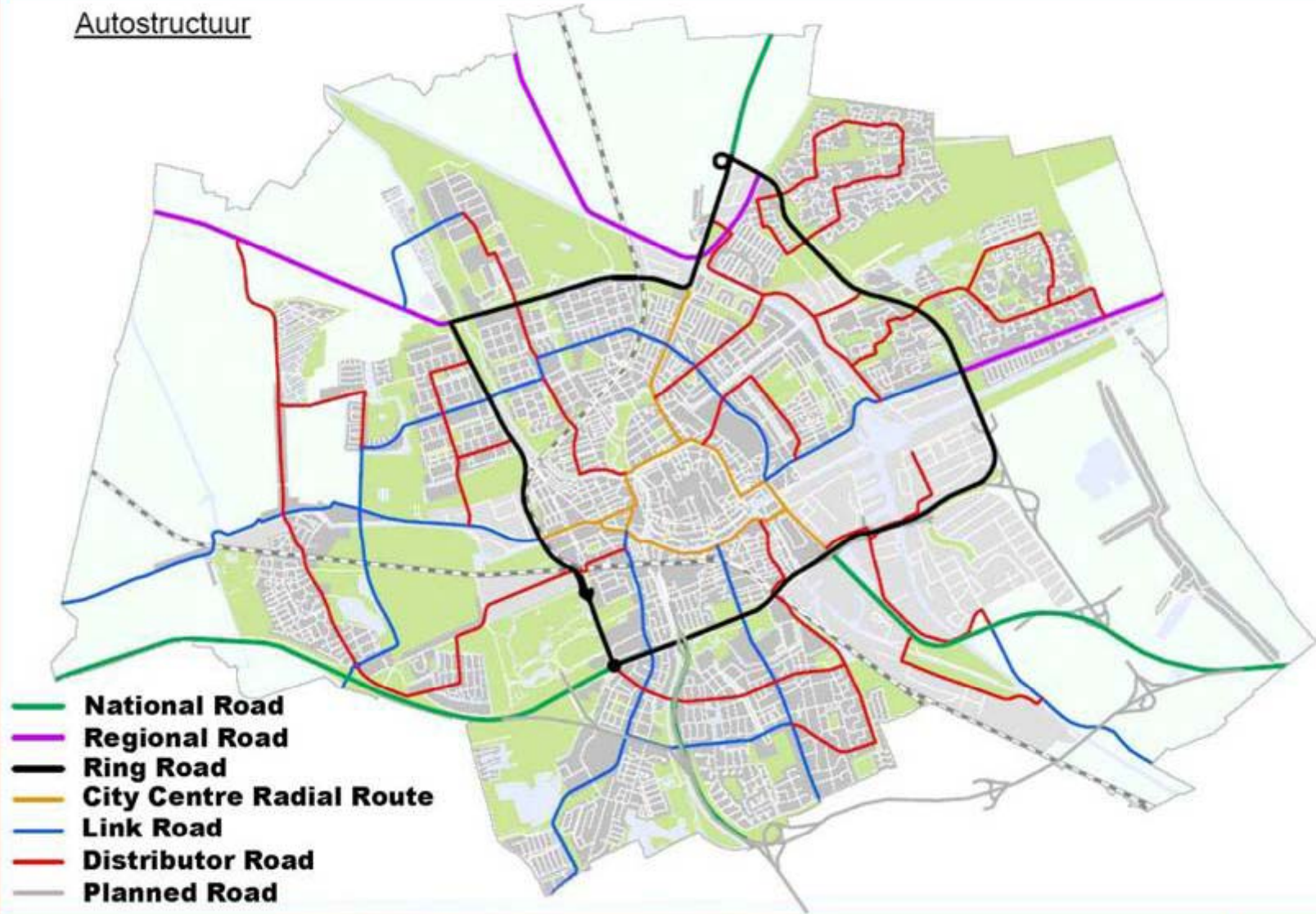
- Filtered permeability
- Naked streets or shared space
- 20 mph limits
- Cycle permeability

Filtered permeability (creating calmed neighbourhoods)

Maximises permeability
for bikes, buses,
pedestrians: Restricts it
for cars



Autostructuur



Netherlands, Groningen: coarse grain network for cars



Thanks to Steve Melia

ECCOM 2006 May 11





Groningen – 'fine grain' network for cycling

Thanks to Steve Melia

Cycle Permeability – maximum route choice, minimum diversion

1. Return gyratories to two-way operation
2. Return one-ways to two way or allow cycle contra-flow
3. Improve cycle access – cycle gaps, drop kerbs



Second order measures - mitigation

- Cycle lanes and tracks, on and off carriageway
- Condition-specific but should always be of a high quality



The Mayor's Cycling Programme

(don't let the programme slip from political to technical and managerial)

The Mayor's Cycle Programme

An electoral stake

Welcome initiatives

- Cycle Super-Highways – commuters 15% of growth potential
- Cycle Hire – central London 15% of growth potential

Outer London Boroughs

No programme (as yet) but – 70% of growth potential

The health imperative

- The transport sector is ahead of the health sector in promoting physical activity
- Yet transport policy is the source of the problem
- Car addiction is a national public health emergency





Public health emergency

Combining health and transport resources

- NHS London should be matching the £100 million Transport for London invests in active travel
- Commuter cycling is best suited to delivering the 5 times 30 minutes
- Aim to lever transport gain from health investment and *vice-versa*
- Have health lead on active travel
- Second public health officials into transport departments

Community Cycling Programmes are key



The recession imperative – economic case

- Individual commuter cyclist: weekly saving £14-24.
- Dutch businesses: 1% increase in cycling would save 27 million euros on absentee costs. UK business save £25-80/month on pool bikes
- Annual per person national budget savings: health £160; pollution £70; congestion £137
- Local government: £10k investment in cycle infrastructure returned by one regular cyclist
- Typical cost-benefit ratios 3 to 7:1



**London
Cycling
Campaign**



Cycling Investment

Why not aim for:

- 10% of Transport Budgets to be spent on active travel (cycling and walking)
- Matching funding from health budgets (5% to 10% of health budgets on promoting physical activity)
- £16 per citizen per year

Things still to push for...hard

- Legal Hierarchy of Care for Road Users
- 20 mph as standard speed limit in core urban areas
- Car free developments
- Targets for home zones/play streets
- Congestion charges