



Space for Cycling

Making it happen



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Key messages

- **Space for Cycling** aims to create the conditions where anyone can cycle, anywhere
- Cycling needs to become a **safe, convenient and enjoyable** option for all local journeys
- We invite campaign supporters to call on Cllrs (and later MPs) to commit to **high standards of cycle-friendly planning and design**, and the **funding** needed to make this happen
- This will help create **healthy and liveable streets** and communities which improve **quality of life for all**.



What does Space for Cycling mean in practice?



A range of solutions to create safe, direct, coherent, comfortable and attractive cycling conditions for all local journeys.

In general:

- **Protected space** for cycling along or across major roads / junctions.
- **Low traffic volumes and speeds** in town or city centres, in residential neighbourhoods, and on rural lanes.
- **Traffic-free routes** using parks and open spaces or rights of way – to complement (not substitute for) a cycle-friendly road network





New London Cycling Design Standards (LCDS) etc



- Consultation draft LCDS published yesterday:
<https://consultations.tfl.gov.uk/cycling/draft-london-cycling-design-standards>
- Key features:
 - Includes method for measuring “level of service” ...
 - ...based on 5 Dutch criteria of Safety, Directness, Comfort, Coherence and Attractiveness, plus a 6th one: Adaptability
- Guidelines also emerging from Transport for Greater Manchester, Highways Agency Welsh Government (not to mention CTC, Cyclenation, Sustrans...)
- Government must set standards, promote professional training

Protected space for major roads



- **Physical protection preferred**
 - The higher the traffic volumes and speeds, the more important this is
- **Permeable protection**
 - OK at lower speeds. Has some advantages: flexible for cyclists, adaptable, avoids costs of relocating drainage.
- **Dedicated space without physical protection**
 - May be OK at low volumes and speeds, but don't excuse it simply because 'space is tight'. If that's true and traffic is too fast/busy for child/less confident riders, then reduce traffic volumes and/or speeds
- **Junction priority and safety is critical...**



Junctions and crossings

- Unsignalised priority at side roads
- Separate cycle signals
- Dutch-style roundabouts
- Bridges or underpasses...

N.B. In NL, DK etc, turning drivers give way to straight-ahead cyclists, even on green lights.
DfT is considering rule-changes to address this



Light traffic at low speeds

- Lower speeds: 20mph the norm for most urban streets, 40mph or less for rural lanes
- Limit (through) traffic in town centres, local streets and rural lanes
- Community-friendly design better than intrusive traffic calming



Routes free of motor traffic



- Good widths, surfaces, maintenance, signing
- Generally better not to segregate peds and cyclists, if peds are wandering or playing (rather than walking)
- Avoid access controls – or else make them DDA-compliant (clearly visible/reflective bollards will do!)



Finding the funding

- Use opportunities from new developments and planned maintenance: road resurfacing is an opportunity for a cycle-friendly redesign





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