

West Sussex Cycle Summit



Space, Regulations, Design & Opportunity

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Introduction



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Chartered Civil Engineer

Over 20 years experience of highway design, construction & maintenance.

Worked for a contractor, developer and two local authorities.

Lead author for CIHT's

“Designing for Walking” guidance

Professional interest in walking and cycling helping to make our towns and cities more liveable. Explored through blog: “The Ranty Highwayman”.

Oh dear! Harlow.

A marginal activity



Cycling has been stuck in the margins for years.

Figuratively and actually!

Even paint gives up when it's too difficult.

A marginal activity



Junction treatments generally extend to advanced stop lines which are routinely ignored by drivers.

Painting it green doesn't create space.

A marginal activity



If not at the edges of the space commandeered by motor traffic, cycling is pushed in with people walking.

Poor for people walking, poor for people cycling.

A marginal activity



Even when we build “cycle routes” we make them difficult or impossible to use.

Try getting an adapted cycle or cargobike through.

A marginal activity



We have designed children out of our streets.

It's too dangerous to cycle to school because of the children being driven to school.

Repeat ad infinitum.

Kids end up cycling on the footway.

Stuff has been tried before



Attempts to provide separate space for walking, cycling and motor traffic can be found in places across the UK.

Some is pretty good.

Stepped cycle track, A48 Port Talbot.

Stuff has been tried before

Some is actually very good.



Protected cycle track, Great Yarmouth sea front.

Stuff has been tried before

Some has been
around a while.



Sheppards Drive, Bermondsey.

Stuff has been tried before



The concepts people are talking about as being revolutionary have always been around.

Thorpe Esplanade, Southend-on-Sea.

Stuff has been tried before

But the quality can be highly variable!



Burwood Gardens, Rainham.

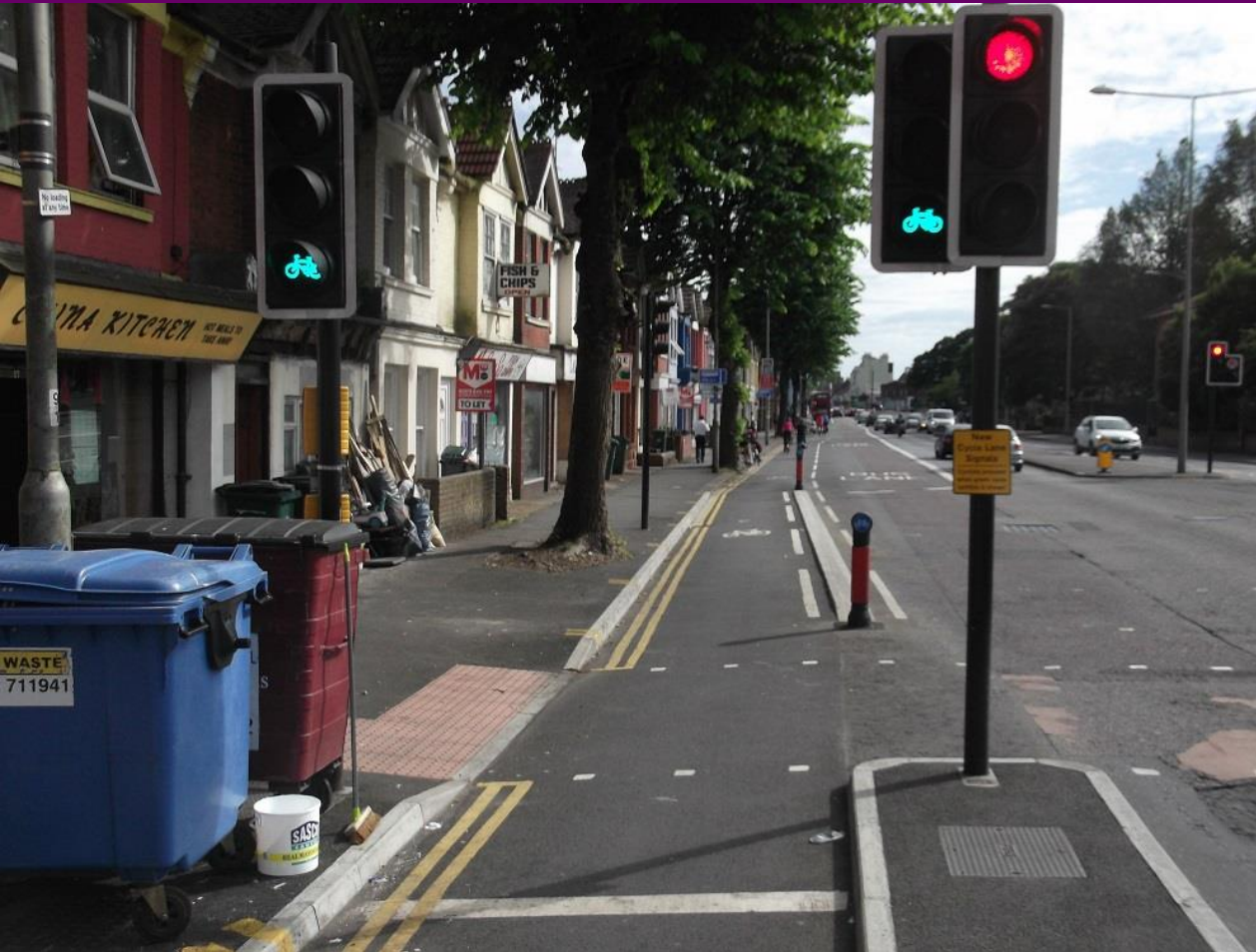
Stuff has been tried before

Some layouts were driven by regulations at the time.



No entry bypass where street is otherwise 2-way, Cambridge.

Innovation in Brighton & Hove



Cycle signals have been possible for years, normally seen at parallel crossings.

No regulatory reason why they can't be used on protected tracks.

Separate cycle signals, Lewes Road.

Innovation in Brighton & Hove



Floating bus stops used to keep people cycling and bus traffic separate.

No regulatory reason not to do it.

Floating bus stop, Lewes Road.

Innovation in Brighton & Hove



Stepped cycle tracks with priority over side roads.

No regulatory reason not to do it.

Stepped cycle track, Old Shoreham Road.

Original Cycle Super Highways



Much of early Cycle Super Highway programme in London was 'paint'n'signs'.

CS7

Original Cycle Super Highways



Where the layouts were good, they were just a rebranding of previous work.

*Shared (segregated) cycle track
CS3, A13, Beckton.*

Original Cycle Super Highways



Junctions were generally left untouched with no protection for people cycling.

*Shared (segregated) cycle track
CS3, A13, Beckton.*

Original Cycle Super Highways

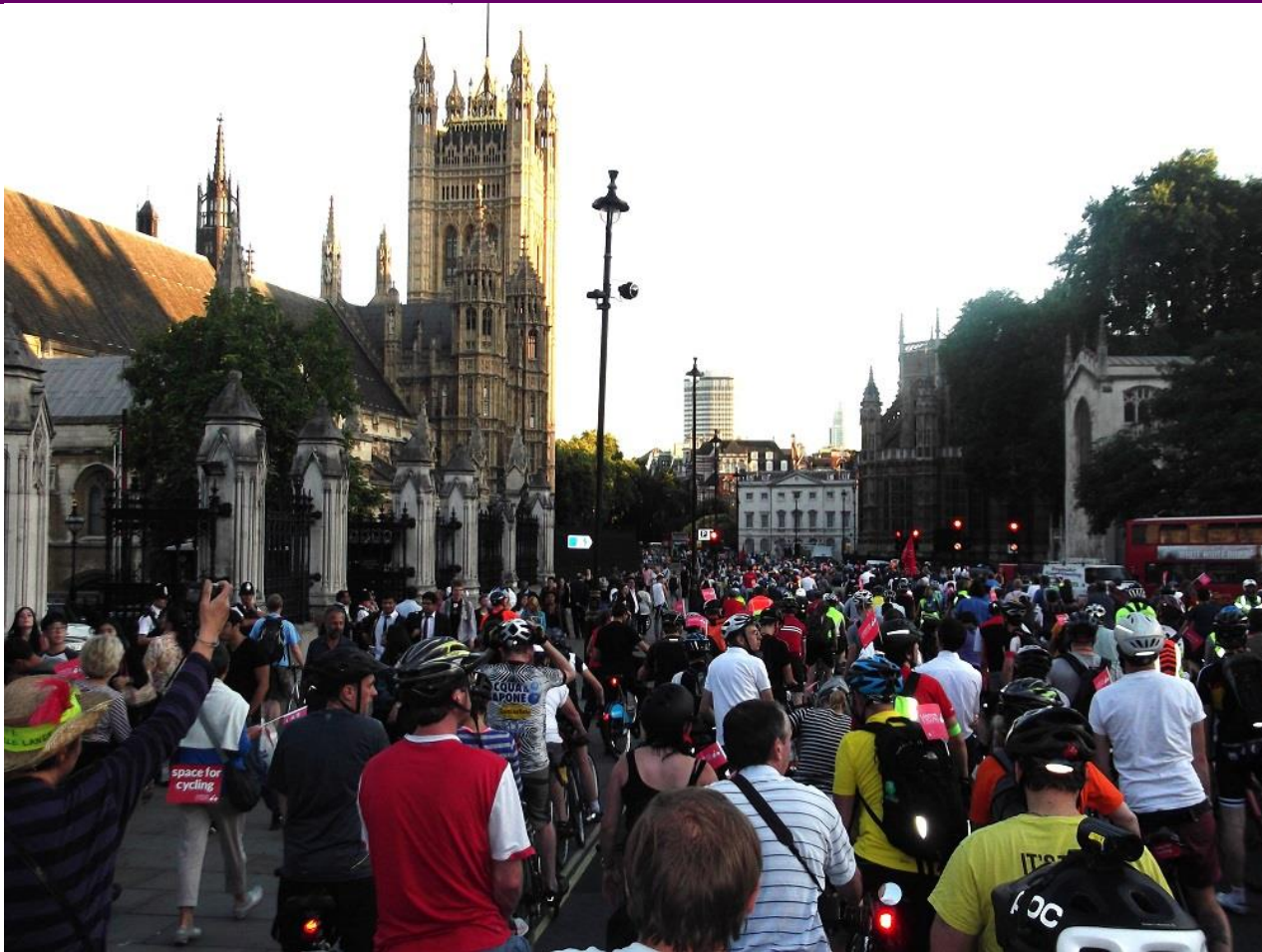


Crossings were sometimes done well.

*Parallel bidirectional crossing
CS3, Westferry.*

Big London Protests

Several protests took place after people had been killed while cycling.



*Space4Cycling
London Cycling Campaign, September 2013*

Big London Protests



Some protests were part of a nationwide response to people walking and cycling being killed and seriously injured.

The National Funeral for the unknown victim of traffic violence; Stop The Killing, November 2014.

London has been pushing change

Some key places in London have seen cycling treated as a transport mode and so share has grown.



Tavistock Place, Camden

London has been pushing change



More cycle traffic capacity is needed and so more space is being provided.

Tavistock Place, Camden (experimental layout)

London has been pushing change



Older layouts are being upgraded to provide more space to reflect high percentage of cycle traffic in overall flows.

Sometimes compromised or experimental.

*Copenhagen-style bus stop.
Royal College Street, Camden.*

London has been pushing change

Transport for London commissioned TRL to look at some cycling innovations.



Experimental Dutch-style roundabout

London has been pushing change

LAYOUTS TESTED WITH
PEOPLE CYCLING, DRIVING
AND ACCESSING BUSES.



Experimental floating bus stop

London has been pushing change



Behind the scenes, TfL and others were discussing regulatory changes to provide engineers with more cycling tools.

Experimental low level cycle signals (LLCS)

The real cycle superhighways



The Mayor of London pushed on with proper investment in safe and comfortable cycle tracks.

Social cycling, Blackfriar's Road

The real cycle superhighways



At last, cycling was being treated as a proper and high-capacity transport mode.

Blackfriar's Bridge cycle commute

The real cycle superhighways

Cycling can be a transport mode for ordinary people who just want to get around.



*Bidirectional, protected cycle track,
Vauxhall Bridge.*

The real cycle superhighways



With good design, the other functions of a city can be accommodated.

Floating bus stop, CS2, Mile End.

The real cycle superhighways

Loading can still be easily accommodated with cycle tracks.



Floating loading bay, CS2, Whitechapel.

The real cycle superhighways



Even as sections of route are opened, they are immediately being used.

Hyde Park.

The real cycle superhighways



New London icons.

Parliament Square.

The real cycle superhighways

Families are using the new cycle superhighways for every day transport.



*Kidical Massive
Families celebrate The Embankment*

Waltham Forest Mini Holland



By filtering out through traffic and providing protected cycle tracks on main roads, whole neighbourhoods are being made more liveable.

Orford Road, Walthamstow

Waltham Forest Mini Holland



Deliveries and access remains for those who need it, but not during the day when the space is for people walking and cycling.

Orford Road, Walthamstow

Waltham Forest Mini Holland



Space has been repurposed for community space.

Walthamstow Village Square.

Waltham Forest Mini Holland

The Mini Holland project is much more than “cycling infrastructure”.



West Avenue, Walthamstow

Waltham Forest Mini Holland



The treatments are also providing substantial improvements for people walking.

Continuous footway, Malta Road.

2016 – When the rules changed!



The DfT gave special authorisation to many authorities to use new tools, but they were superseded by the TSRGD2016.

Parallel zebra crossing, Edward Street Deptford

2016 – When the rules changed!

Tools which needed special authorisation are now standard elements for anyone to use.



Uni-directional parallel cycle crossing, Romford

2016 – When the rules changed!



Small changes have made streets too narrow for 2-way driving accessible for 2-way cycling.

*One way for motor traffic, 2-way for cycling.
Contraflow one-way, Cambridge.*

2016 – When the rules changed!

The cycle is truly being considered as a proper transport mode.



Bi-directional cycle crossing, Leyton

Taking opportunities with space



Development can bring opportunities to build in good cycling infrastructure from the start.

We need to engage with developers early.

Emergency fire path, Romford

Taking opportunities with space

Updating of existing layouts to properly consider cycling.



Fire gate replaced with cycle junction and tree planting, Upminster

Taking opportunities with space



Remember this slide from earlier?

We have space waiting to escape here!

Taking opportunities with space

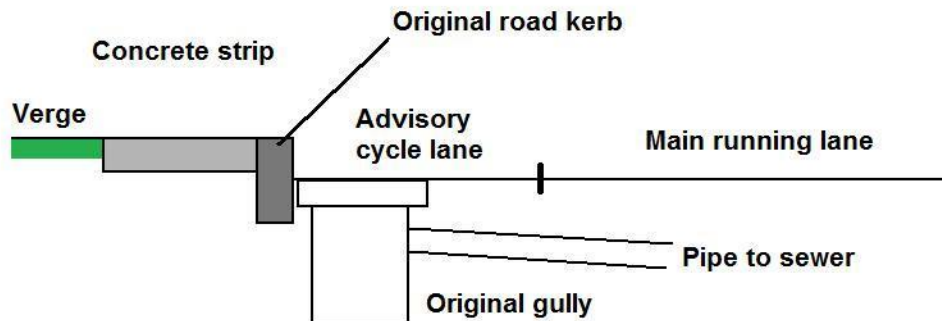


Bring in the Heavy Mob!

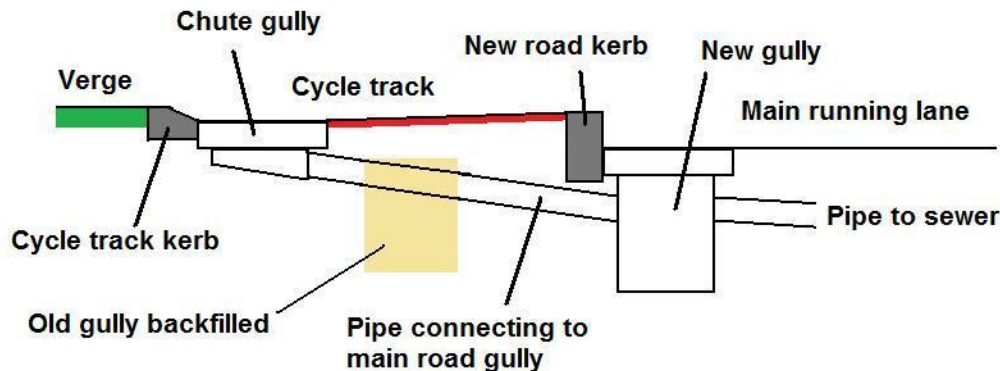
Cut a trench along the cycle lane.

Taking opportunities with space

Repurposing space.



Before



After

Finding space in an existing street.

Taking opportunities with space



Throw around some
kerbs, asphalt,
concrete and iron!

Take the edge of that concrete verge.

Taking opportunities with space



Use the new regulations and steal ideas from the Danish!

Foot and hand rest. Very civilised.

Taking opportunities with space



Throw in some
forgiving kerbs and
visual priority!

Cycle tracks should be laid by machine.

Taking opportunities with space

And here is an opportunity with space - taken!



Stepped uni-directional cycle track, Romford.

Taking opportunities with space



Designing proper infrastructure for cycling as a proper mode of transport will be there for generations to come.

What's not to love?

Thanks for listening!



@RantyHighwayman