

CYCLING IN LONDON



NHTV-Students

WHAT DO CYCLIST ENCOUNTER

- Left turning vehicles
- Turning right at busy intersections
- No protected space at higher speeds



Source: Cycle London City



Source: BBC

CONTENT

- **Cycling Revolution and Reference-cities**
- **The London Cyclist**
- **Cycling policy**
- **Case: Safety issues at Bow**
 - General
 - Bow
 - Advice

WHAT IS A CYCLING REVOLUTION?

REFERENCE-CITIES

NHTV-Students

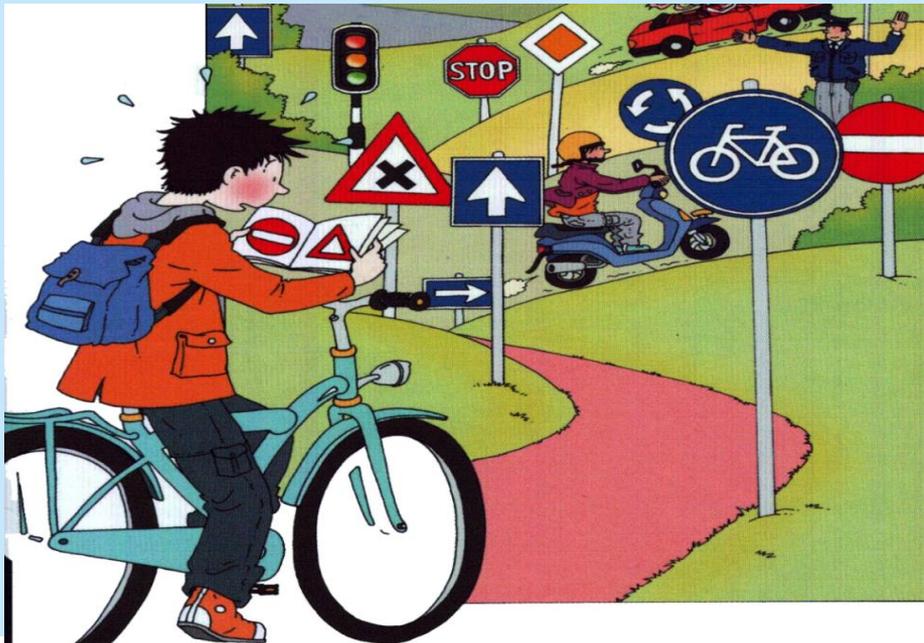
STRASBOURG: STRONG WILL TO INCREASE CYCLING

- Re-introduction tramlines in early 1990's
- 1994: 230km of new cycle tracks by the end of 2005
- Renovation of the central railway station with 1.900 spaces for bikes



INFRASTRUCTURE AND PROMOTION IN STOCKHOLM

- New cycling infrastructure
- Changing mindset



COPENHAGEN STYLE BIKE LANE

- Infrastructural measures
- Separation through a lane of parked cars or a concrete separation



THE LONDON CYCLIST

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WHAT ARE WE TALKING ABOUT?

Figure 3.11 Trends in cycle flows on the TLRN – annualised and periodic indices.

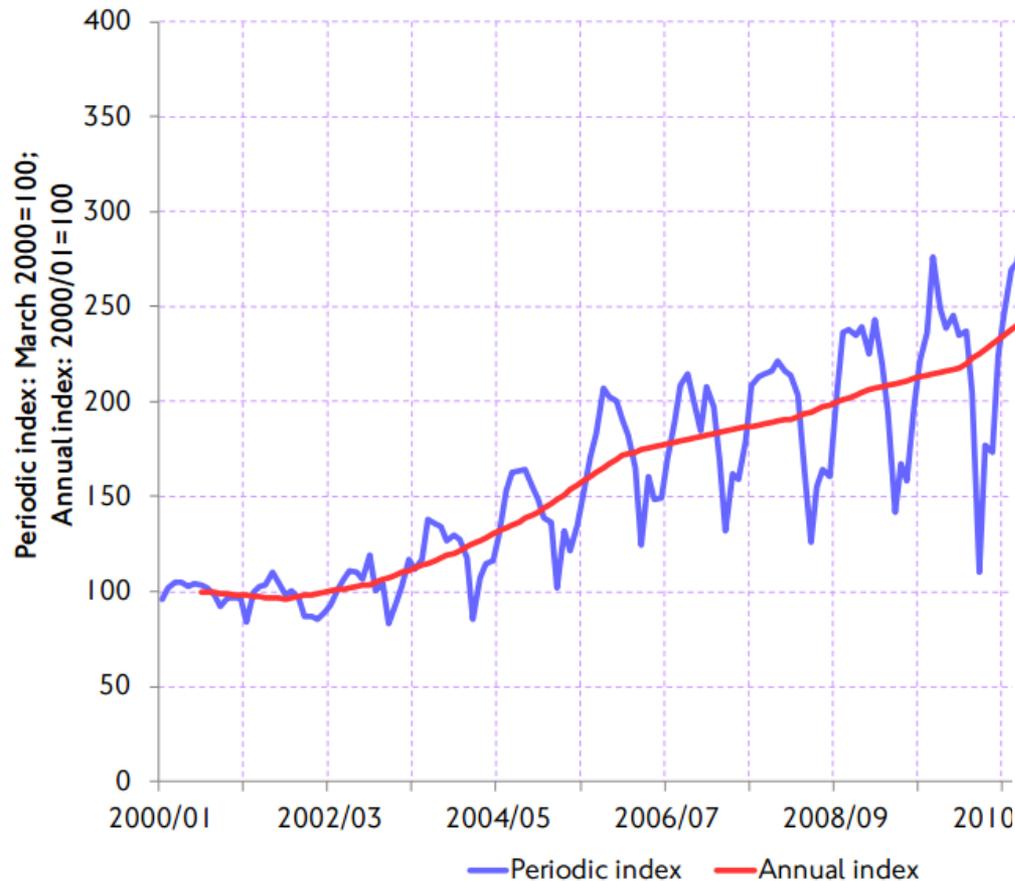


Table 3.4 Daily average cycle stages and trips in London.

	Cycle stages		Cycle trips Millions
	Millions	Year on year change %	
2000	0.29	6	0.27
2001	0.32	12	0.30
2002	0.32	1	0.30
2003	0.37	14	0.32
2004	0.38	3	0.33
2005	0.41	9	0.39
2006	0.47	12	0.42
2007	0.47	-	0.42
2008	0.49	5	0.44
2009	0.51	5	0.47
2010	0.54	6	0.49
2011	0.57	5	0.50
2012	0.58	2	0.50

Source: TfL Planning, Strategic Analysis.

CYCLISTS

- *“Frequent cyclists are typically white, male, between 25 and 44, and on an higher than average income.”*

CYCLISTS

Behaviour



Motivation



Frequency



Demands

CYCLING POLICY

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CYCLING POLICY IN LONDON

- **Before:**
- Not the big issue for TFI as it is nowadays.
- In the 1960, a decline in cycling utility.
- In 2007 there was a 91% of cycling increase compared to 2000.



CYCLING POLICY IN LONDON

- *Now and the near future:*
- Cycling in the capital is on the up.
- The Mayor of London therefore created a vision for London.
- Nowadays, the Mayor is still working with TfL to deliver a 400 per cent increase in cycling by 2026.



SOME FIRST RESULTS

- Stand sections for cyclists
- The first cycle paths (and separated superhighways)



Source: Vole'O Speed

CYCLING POLICY IN LONDON

- *The vision for London from Boris Johnson consisted of three main projects:*
- 1. Barclays Cycle Hire - providing an alternative transport solution for short trips in inner London
- 2. Barclays Cycle Superhighways – routes for commuters into central London, incorporating a package of measures to support cycling
- 3. Biking Boroughs – a programme working with Outer London boroughs raise the profile and uptake of cycling

CASE: SAFETY ISSUES AT BOW

A General:
- Objective safety
- Subjective safety

B Bow:
- Layout
- Issues
- Observation

C Advice:
- Education
- Enforcement
- Engineering
Etc.

Fatalities by population

	1991	2009	2010	2011	2012
Belgique/België	188	88	77	78	69
България (Bulgaria)	129	118	103	89	82
Česká republika	129	86	76	74	71
Danmark	118	55	46	40	30
Deutschland	142	51	45	49	44
Eesti	313	73	59	75	67
Ireland	126	53	47	41	35
Ελλάδα (Elláda)	207	129	111	101	91
España	227	59	54	45	41
France	184	66	62	61	56
Hrvatska	179	124	96	95	89
Italia	143	71	68	64	62
Κύπρος (Kypros)/Kibris	175	89	73	85	59
Latvija	375	112	97	86	87
Lietuva	317	110	90	97	100
Luxembourg	216	97	64	64	65
Magyarország	204	82	74	64	61
Malta	45	51	36	51	26
Nederland	85	39	32	33	34
Österreich	201	76	66	62	63
Polska	207	120	102	109	93
Portugal	323	79	79	84	68
România	135	130	111	94	96
Slovenija	231	84	67	69	63
Slovensko	116	70	68	60	55
Suomi/Finland	126	52	51	54	48
Sverige	87	39	28	34	30
United Kingdom	83	38	31	31	28
	160	70	62	61	56

Source : CARE (EU road accidents database) or national publications

European Commission / Directorate General Energy and Transport

A

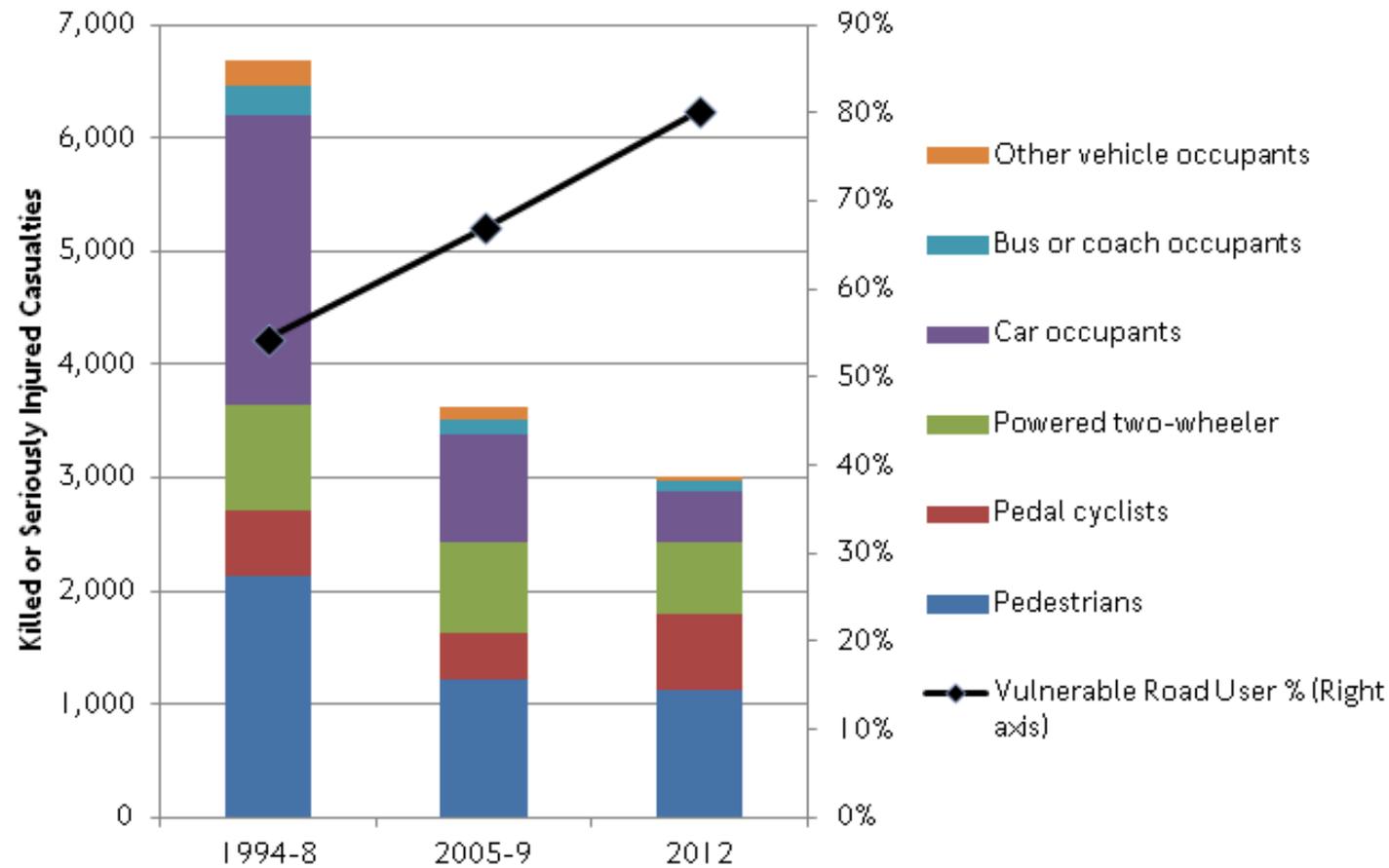
OBJECTIVE SAFETY

Amount of fatalities by population

A

OBJECTIVE SAFETY LONDON/UK

Killed or seriously injured casualties over the years



A. SUBJECTIVE SAFETY

- 1. Bad behaviour by other cyclist**
- 2. Cars not leaving space for cyclist**
- 3. No segregated lanes, paths on the main roads**
- 4. Sharing lanes with busses**
- 5. The big amount of LHV's on the roads of London**
- 6. No transparency in infrastructure for cyclist, when giving way, meaning of blue paint**
- 7. Easiness of turns at intersections**



A.

SUBJECTIVE SAFETY

Easiness of
turns at
intersections



B.

BOW- ROUNABOUT

This is Bow-
Roundabout



B.

**BOW
LAYOUT**

**A12
North/South**

**A11
West**

**A118
East**



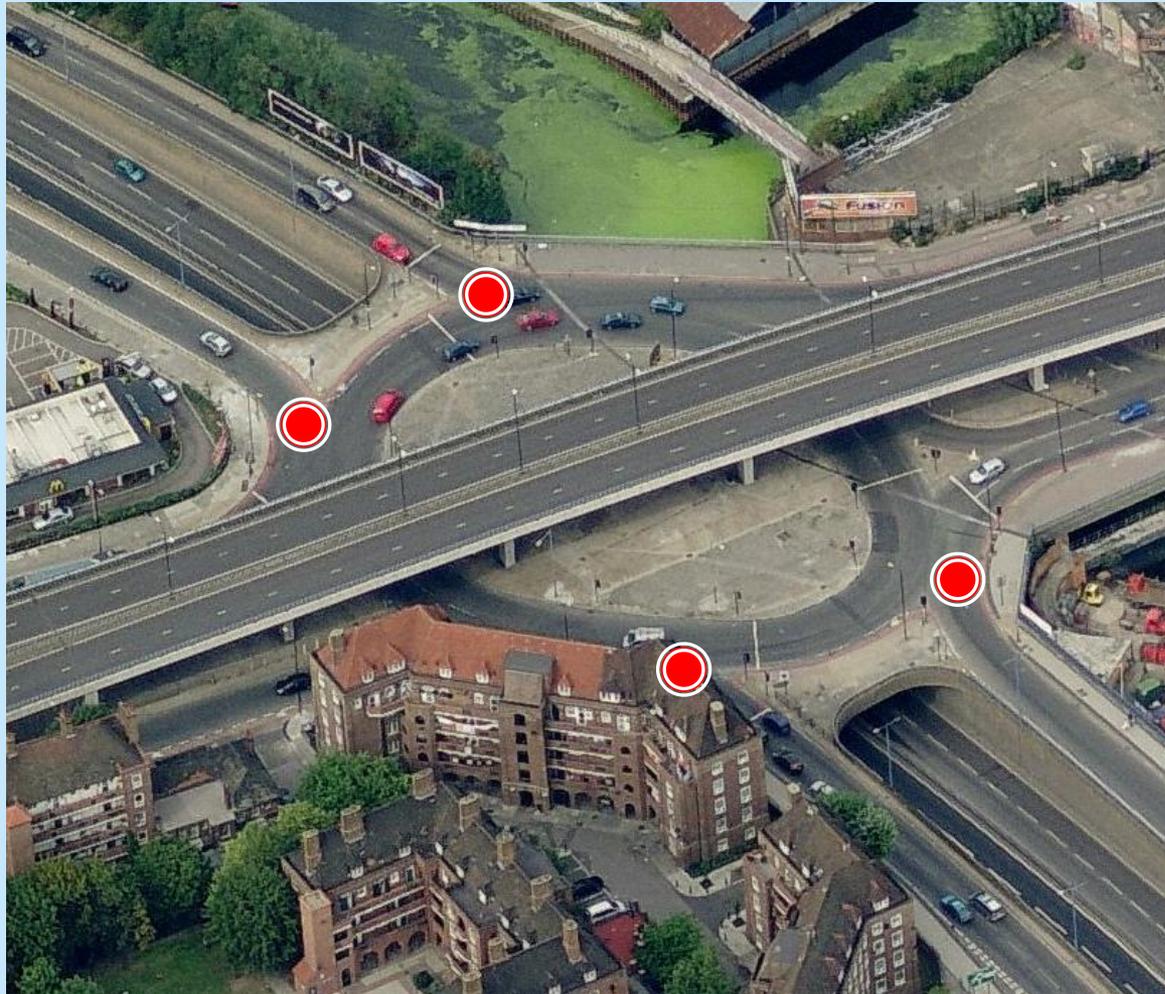
B.

BOW BUSES



B.

BOW
CYCLISTS



B.

BOW
CONFLICT



B. BOW ACCIDENTS

C. ADVICE

USE BOW AS SAFE CYCLING PILOT

EDUCATION
ENFORCEMENT
ENGINEERING
ENVIRONMENT

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EDUCATION

- Campaign on right of way
- Car drivers need to get used to cyclist. Seperating traffic flows therefore is not the solution. (depending on the situation)



- General: Put effort on Young people who take on changing habits easely.

ENFORCEMENT

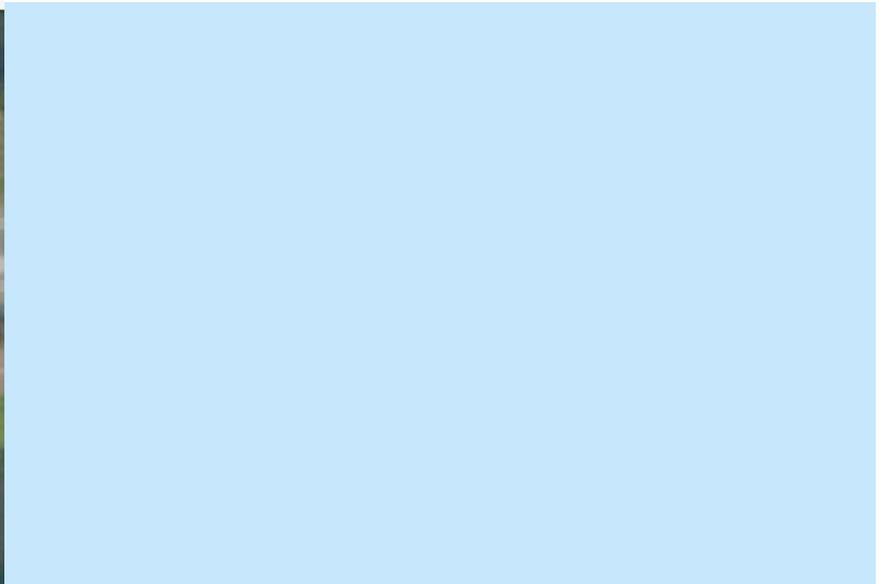
- Make motorised traffic more liable in time. (After campaigns and transition of the traffic system)
- Over time, when facilities have improved for cyclist, stricter checks on cyclist.



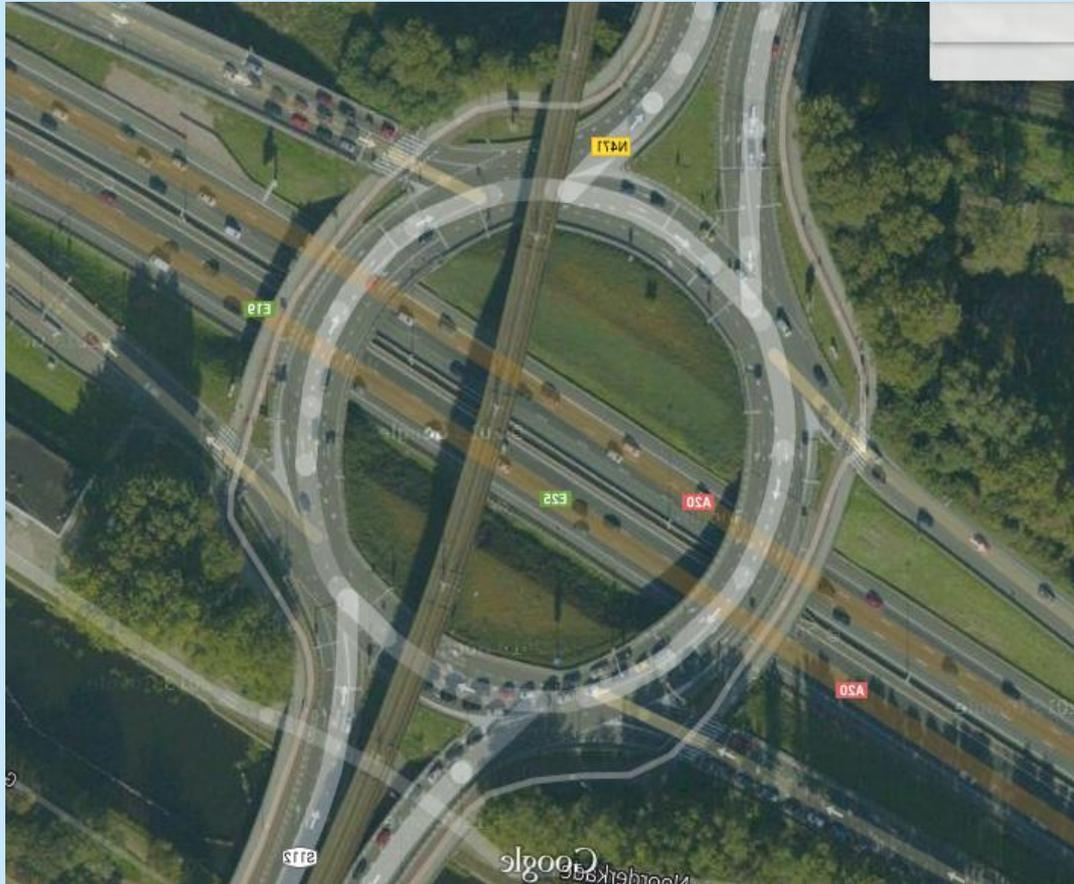
ENGINEERING

1. Angle of sight
2. Separate the directions of traffic
3. Clarity/readability of road marking and signage

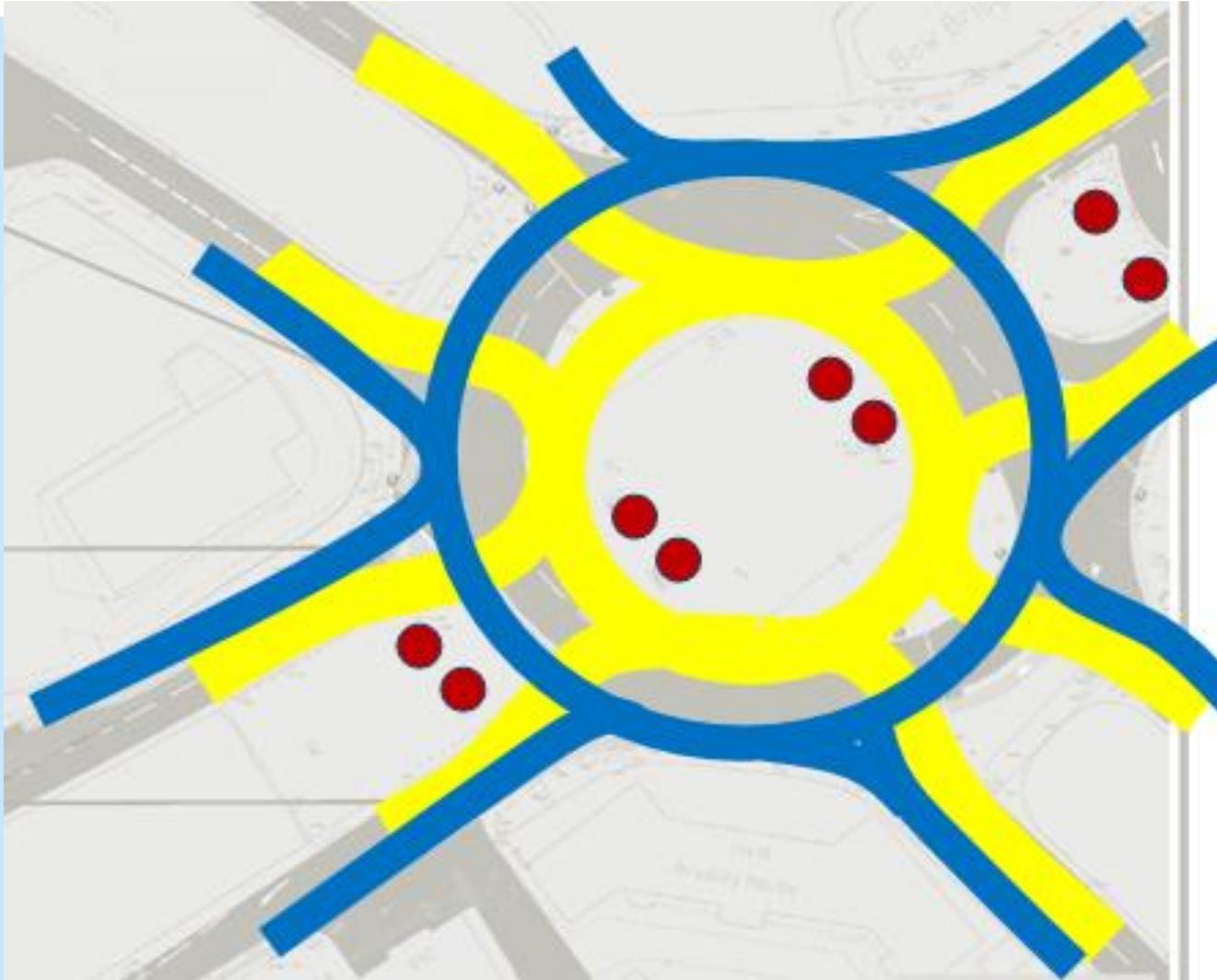
1. ANGLE OF SIGHT



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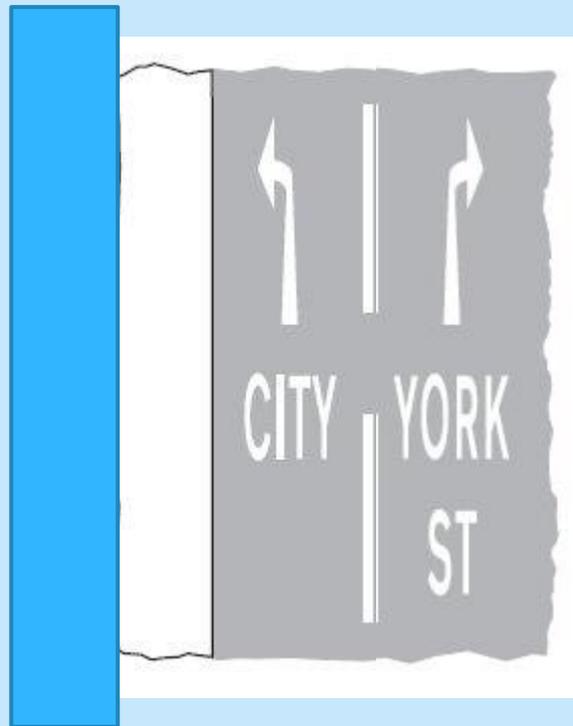


1. ANGLE OF SIGHT



2. SEPARATE DIRECTIONS

- Separate lanes for different directions to minimize amount of lanes and create clear expectations for all road users.



3. MARKING AND SIGNAGE



3. MARKING AND SIGNAGE



ENVIRONMENT

- Bow is just one spot, use it as a Pilot
- Create a standard for the whole network



ADVICE OVERVIEW

- **1. Create awareness:**
 - Campaign
 - Put effort on the younger people
- **2. Change in infrastructure**
 - Angle of sight
 - Marking
 - Clarity / readability for the whole network
- **3. Stricter enforcement and change of liability**
 - In time, to get a change in the behaviour of 'ignorant', motorised traffic users and cyclist, make them more liable for certain acts.

THANK YOU



Met Metro ben je in één krant weer helemaal op de hoogte van het wereldnieuws.
En van personal finance, carrière, reizen en nog veel meer. Als dat geen wereldkrant is?

Een wereldkrant. **metro** 