

London Cycle Network Annual Report 2000



A cycle network for London by 2005





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The London Cycle Network will:

- provide local links between residential neighbourhoods, railway stations, the main shopping, employment and recreation areas, and most schools
- provide cross-London links for longer journeys
- be suitable for work and leisure journeys
- cater for all age groups whether they are new to cycling or existing regular cyclists.

The London Cycle Network has been under development since 1994 when the Government Office for London and the 33 London Local Authorities began to plan and implement a wide range of strategic cycle routes and facilities across London. The network was originally planned as a five-year programme, but this was soon extended to ten years and the length of the proposed network was substantially increased.

Before development of the network began, investment in cycling facilities in London was restricted and, as a result, cycling has been unattractive. The potential of cycling to ease the congestion that we all suffer in London is still not generally recognised. The London Cycle Network will form the basis of a comprehensive system of cycle routes, but more investment will be needed to achieve the quality of routes that exist in some other European countries.

Since implementation of the network began, there has already been an increase in the number of people cycling across London. The network is a huge step in the right direction for transport in London and, as it develops, more people will choose to cycle.

Achieving strategic objectives

Through the development of the London Cycle Network a whole range of strategic objectives will be achieved. This includes:

• helping to get London moving

London's transport infrastructure is inadequate and overcrowded. The network will provide an alternative and practical way to travel. Almost three quarters of trips to work in London are under 10 km in length, and half the journeys are less than 3 km, a distance which could easily be covered by bike in about 15 minutes. (1)

By 2005, the London Cycle Network will provide almost 3000 kilometres of cycle routes across the Capital. The London Cycle Network is part of an integrated transport strategy for London.

- **promoting an environmentally sustainable mode of transport**

Increasing the number of journeys we make by bike will reduce our dependence on the private car, which in turn, will reduce pollution and reduce road congestion. The London Cycling Strategy is for 10% of all journeys to be made by bike by 2012, more than quadrupling the 1996 flows. (2)

- **providing better facilities for pedestrians**

The network's new facilities will make travelling in London safer and more pleasant for pedestrians as well as cyclists. There will be extra road crossing points, traffic calming, wider footways where shared use paths are created, and a greater distance between pedestrians and cars, where dedicated cycle lanes are introduced.

- **reducing the number of cycling accidents**

The network will make travel by bike safer. Since development of the network began, there have been slightly fewer accidents despite the increasing use of bikes, and this is in line with National Cycling Strategy targets for reduced accident rates. In addition to increased safety, the savings made through fewer accidents is estimated at £184 million. (3)

- **making cycling more acceptable**

The network will raise the profile of cycling and help us to stop thinking that roads are only for cars. It will encourage people to choose to cycle as they see cycling as a safe and convenient way to travel.

- **keeping us healthier**

Cycling is ideal exercise. 80% of us believe we are fit, when actually only 30% of men and 20% of women do enough physical activity to gain any health benefit. Regular cyclists have a fitness level equivalent to someone ten years younger, and are less likely to suffer from coronary heart disease, high blood pressure, overweight and other illnesses. (4)



Local authorities are promoting safe routes to schools

- **saving money for business**

Congestion costs the UK £15 billion to £20 billion every year in lost time and production. In addition, if one fifth of all journeys in Britain were cycled, industry would gain £100 million per year by having a healthier workforce. (5)

Joint working and commitment

To ensure the best use of resources the efforts of the 33 London boroughs are co-ordinated through 5 sectors. Each sector reports to the London Cycle Network Steering Group chaired by the lead borough, the Royal Borough of Kingston upon Thames. The Steering Group includes representatives from the Government Office for London, the Traffic Director of London, the Highways Agency and the voluntary sector.

Sector working has enabled the boroughs to identify and endorse a practical and strategic network of cycle routes right across London. Consultation with user groups, particularly the London Cycling Campaign, is carried out and implementation is reviewed annually in the light of feedback from users. This ensures that the network is responsive to local needs.



DID YOU KNOW...

- if you cycled to work every day for a year you would only get really wet on 12 days
- 6 bikes can move in the space of one car, and 12 bikes can be parked in one car space
- in slow moving traffic you are exposed to more pollution if you are inside a car than outside
- only 1.5% of all trips in London are made by bike, compared to 30% in Cambridge, 25% in York and 15% in Portsmouth

sources: Gearing up to Cycling, LBA 1994; Comparative Pollution Exposure of Road Users, Environmental Transport Association Trust, 1997; London Research Centre, 1995

Funding

The total cost of the 3000 km network is expected to approach £100 million, with about £50 million coming directly from central Government.(6) To date the scheme has been funded by the DETR, the local authorities, the Traffic Director for London, regeneration funding, Millennium funding, the Highways Agency and private developers' schemes.

Cycle facilities are one of the cheapest and simplest ways of providing more capacity in the transport infrastructure. A great deal can be achieved with comparatively little money. In the UK we spend very little on cycling facilities compared to other countries, such as Germany and Holland.

The network progresses

Interim network

Achievement: completion of the first 1100 kms of the network

The London Cycle Network is being steadily and strategically developed, with the preparation of the first 1100 km already completed. By 2005 the network will be almost 3000 km long.

High profile cross-London routes

Achievement: the development of high profile strategic cross-London routes

Ten high profile strategic cross-London routes will be completed by 2002. These are radial routes from central to outer London, covering all five sectors, and include the Thames Cycle Route, part of the National Cycle Network. These showcase projects will set high standards of cycle facilities for the Capital and will demonstrate the ability of the London Cycle Network to provide good quality, consistent, through routes stretching right across the Capital.

Central London hub

Achievement: the development of the Seven Stations Circular Route

A central London hub to the network, called the Seven Stations Circular Route, will be completed by 2002. It will allow access to commercial destinations and transport interchanges, as well as allowing cycle access across the City and the West End. It will link with the ten cross-London radial routes.

High quality cycle-friendly facilities are being installed throughout London



Jon Snow believes his capacity at work is increased "200 per cent" by cycling

Integrated transport

Achievement: developing schemes with other transport providers

The London Cycle Network is working alongside other public transport providers to ensure that there is an integrated transport system. The network will link with all rail and tube stations across the Capital, with increased cycle parking, to enable cyclists to plan longer journeys using both trains and bikes.

The network will also complement the London Bus Priority Network. Cyclists will benefit through, for example, the use of bus lanes, and priority measures for buses and cyclists at junctions.

Signing

Achievement: 1350 kms of route already signed

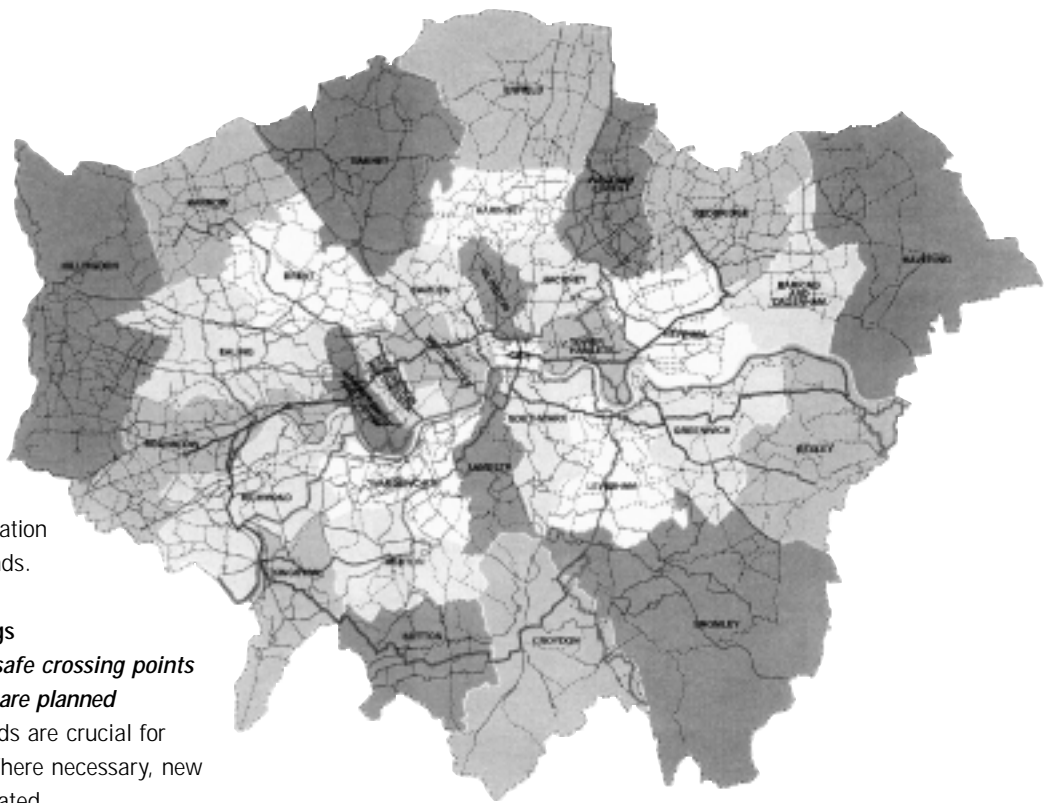
Consistent signing now exists over wide areas of London, letting cyclists know the way and also ensuring that the network has a high public profile. A series of strategic destinations relevant to cyclists, plus route numbering, will help cyclists making longer journeys across the Capital.



Cycle parking

Achievement: 10,000 new cycle stands have been installed throughout London and more are planned

High quality cycle parking is a vital component of the network. In addition to the boroughs themselves, many businesses and schools are installing cycle stands to encourage cycling. There are plans for every rail and tube station in London to install cycle stands.



Route continuity and crossings

Achievement: over 400 new safe crossing points have been installed and more are planned

Links on and across main roads are crucial for safety and route continuity. Where necessary, new crossings points are being created.

Visit our website - www.londoncyclenetwork.org.uk
For the latest information on which routes are open.

Design standards

Achievement: the publication of the London Cycle Network Design Manual

The whole network is being designed to a consistent quality. The Design Manual, published in 1998 and being continually updated, shows the complete range of cycle-friendly

facilities which are being used to develop the network. The manual is used by every London Borough and is also widely used and respected nationally.



Effectiveness of the network

Achievement: cycle flows are counted at over 500 locations

Cycle flows are being counted throughout London, both on and off the network, to assess usage. In addition, before and after cycle counts on some of the completed routes are being carried out. The existing data shows that there has been a steady increase in cycle flows across London, with higher flows where cycle routes have been implemented.

Quality monitoring

Achievement: independent consultants check all routes

Many completed routes are checked by independent engineering consultants. They cycle the routes and give detailed reports on quality. Where necessary, improvements are made to ensure that the whole network is of a consistent standard.

Safe Routes to Schools

Achievement: one third of the London boroughs have a Safe Routes to Schools programme

The safe cycle facilities being developed are helping the boroughs implement Safe Routes to Schools programmes which encourage children to cycle and walk to school.

Green transport plans

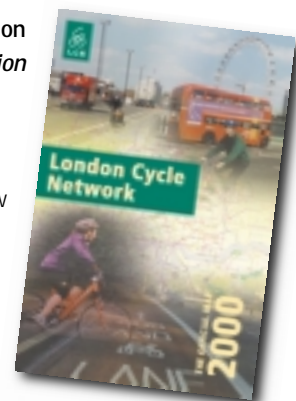
Achievement: employers are being encouraged to set up green transport plans

The development of the network is encouraging more employers to develop cycle-friendly plans as part of their own green transport schemes. There is widespread support for cycling amongst employers as a way of improving transport conditions in London.

Mapping and information

Achievement: publication of the London Cycle Network Official Map and website

The Official Map is now in its second edition (published 1999 and 2000) and is available free from public buildings and many bike shops. It promotes the network, showing which parts can already be used, and gives route numbers and strategic cycle destinations. The website gives the latest information on which routes are open.





The future

With the election of the Mayor of London and the Greater London Authority there will be tremendous opportunities for a further emphasis on the next phase of the London Cycle Network. Much has already been achieved, but there are issues that need to be addressed.

- To reach the national target of 10% of all journeys to be by bike, significant resources need to be spent to provide safe cycling facilities. Whilst £21 million direct from central Government has been spent so far, with £26 million programmed to deliver the network by 2005, an additional £12 million has been bid for to improve the quality of the routes.

- Funding for the London Cycle Network and the benefits that will be achieved need to be compared with other transport infrastructure spending in London. For example, the Hungerford Bridge foot crossing will cost £27 million, the extension to the Jubilee Line is costing £3.5 billion, and the two-mile long M11 link road in east London cost £350 million.

- Road space in London is severely congested, and an integrated approach to road allocation and use is needed to discourage private car use for commuting. The network can help deliver this approach.

- The benefits of the network must be complemented by traffic calming, vehicle speed controls and highway changes to manage traffic speeds. This will make journeys by bike safer and more pleasant.

- To ensure the success of the network, all new infrastructure schemes in London should take account of the needs of cyclists at the planning stage.

- The London Cycle Network needs to be publicised widely to potential users.

- Once the network is in place sufficient funding is required to ensure that it is maintained to a high standard.

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Early results from a Central London Partnership travel survey show that safety is the number one concern for cyclists in central London.

Results from a London Cycling Campaign survey on cycling to work show that:

- 74% of respondents said that cycling has an important role to play in solving London's transport problems
- just 3% of Londoners cycle to work
- only 21% said that nothing would make them consider cycling
- the three main reasons that people don't cycle are dangerous roads, air pollution, and the weather
- the main factor that would persuade more people to cycle is more cycle lanes
- the main reasons that people cycle are to keep fit, environmental reasons, speed, cost, reliability and convenience
- 89% thought modern lifestyles lead to insufficient daily exercise

source: *The Best Way to Work*, LCC, 1997

References

1. LCN ITP package bid submission 2000/2001
2. *A Cycling Strategy for London*, London Pride Partnership and LPAC 1997
3. as 1 above
4. *Allied Dunbar National Fitness Survey*, Sports Council 1992; *Sharp, National Forum for Coronary Heart Disease Prevention; Cycling: towards health and safety*, BMA 1992
5. *Winning Ways: developing the UK transport network*, CBI 1996; *Costing the Benefits: The Value of Cycling*, CTC 1993
6. £45m at 1996 prices (see 1 above)



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