



Cycle Superhighways Questions and Answers

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General Information

1. What will a Cycle Superhighway be?

A Cycle Superhighway will be a clearly marked cycle route designed to make it easier to travel by bicycle. Cycle Superhighways are being introduced to encourage people to commute by bike between outer and inner London and to make it safer and easier to do so. Cycle Superhighways will be safe, fast, direct, continuous, informative, visible and comfortable.

Each Cycle Superhighway will be supported by marketing and other initiatives to encourage people to cycle more often or start cycling.

2. How many Cycle Superhighways are planned?

There are twelve Cycle Superhighways planned. Two are expected to be launched by the summer of 2010, with the remaining ten being completed as part of a rolling programme.

3. Where will Cycle Superhighways go?

Cycle Superhighways will span London and greatly improve the conditions for cyclists. Once completed, they will run through around 25 London boroughs.

They will run on both the Transport for London Road Network (TLRN) and on roads owned and managed by the boroughs, incorporating existing cycle lanes wherever possible.

The two pilot routes, which will be up and running in the summer of 2010, are from South Wimbledon to the City via the A24 and A3, and Barking to Tower Hill via the A13 and Cable Street.

The remaining ten proposed routes will be delivered as part of a rolling programme and link residential areas across the Capital - including Cricklewood, Ilford, Lewisham and Kingston - to inner London.

4. How long will Cycle Superhighways be?

Cycle Superhighways will be between 10km and 15km, and will connect central London to the outer boroughs.

5. Why are Cycle Superhighways being introduced?

Cycle Superhighways are being introduced to encourage people to commute by bicycle between outer and central London, and make it safer and easier to do so. Cycling is a sustainable alternative to other modes of transport, and often provides reduced journey times compared to other modes.

Cycle Superhighways are a key part of the Mayor's plan to create a cycling revolution in London, as explained in his *2008 Mayor's Manifesto Pledge, Way to Go* and the *Statement of Intent for his Transport Strategy*, published in May 2009.

6. Who are the Cycle Superhighways for?

Cycle Superhighways will improve conditions for existing cycling commuters, attract cyclists who do not cycle to work currently but could do so, and encourage non-cyclists with a disposition towards cycling to try their commute by bike.

The routes

7. How were the 12 routes for the Cycle Superhighways chosen?

To maximise cycling opportunities, 12 routes radiating from Central London are planned, broadly on a 'clock-face' layout.

The Cycle Superhighways routes were chosen on the basis of providing continuous provision of good conditions for cycling across London through one or a combination of:

- wide traffic lanes, which enable traffic to overtake cyclists without moving into other lanes in the same or opposing direction
- bus lanes
- cycle lanes
- sections without much traffic and with low speeds
- cycle tracks alongside the carriageway (segregated off-carriageway), or potential for provision of good conditions for cycling through improved measures

8. How were the first two routes chosen for implementation?

The South Wimbledon to the City route was selected following a study carried out by TfL's Smarter Travel Unit. The study looked at transport options along the route, which is served by the Northern Line. The study found that many door-to-door journeys are quicker by bike than by Tube.

The route from Barking to Tower Gateway has excellent cycling provision but it lacks continuity in places and is underused. To encourage better use of the existing facilities and ensure value for money, TfL plans to connect the existing infrastructure and introduce a range of measures to encourage Londoners to travel by bike. These measures include cycle training and providing parking.

The routes for the remaining ten Cycle Superhighways are not confirmed yet. TfL will work closely with the boroughs that the proposed routes go through and release further information when they are finalised.

9. What are spurs?

Spurs or branches to Cycle Superhighway routes are short extensions to the route which may be provided in locations with high trip demand.

Each route, including the start and end points, will be reviewed with the London Boroughs and stakeholders to assess current conditions and potential improvements. This process will facilitate any changes considered necessary for the best route selection.

10. What colour will the Cycle Superhighways be and why?

Cycle Superhighways will be blue (middle sky blue) for high levels of visibility, to provide a consistent look and feel, and to distinguish them from the green lanes of the London Cycling Network. This will raise their profile with existing cyclists, potential cyclists, and other road users, attracting cyclists to the Superhighways and ensuring motorists drive as safely as possible in the vicinity of the routes.

The selection of the blue material followed customer research with end users and benchmarking across Europe, where the blue finish is used extensively.

Where cycling infrastructure currently exists on a Cycle Superhighway, it will not be resurfaced immediately, but will be upgraded as part of TfL's usual maintenance programme. This represents the best value for money approach.

Where Cycle Superhighways run through bus lanes, the surface colour will not change, but appropriate Cycle Superhighways signs and branding will be used to make it easy to follow the lane.

11. What will the routes look like?

Cycle Superhighways will be highly visible. The cycle lanes and other Cycle Superhighways infrastructure will be blue (middle sky blue) where possible and new signage and information points will ensure that it is easy to find them.

Each route will be signposted throughout with cycle lanes installed where possible and road markings and signage along the entire route. The cycle lanes where newly installed, will be blue (middle sky blue) in colour for visibility and a minimum of 1.5m in width.

12. Will there be any urban realm improvements?

Opportunities to improve the urban realm will be considered as part of the Cycle Superhighways programme. Any work carried out will enhance the routes, making them more attractive and functional for all users and creating pleasant public spaces.

Benefits of the Cycle Superhighways

13. What will the benefits of the Cycle Superhighways be?

Cycle Superhighways will provide safe, fast, direct and continuous routes into central London from the outer boroughs.

Alongside the delivery of 12 Cycle Superhighways, TfL will introduce a range of supporting initiatives for homes and workplaces to increase the number of journeys made by bike in London. These include cycle training, working with businesses to provide cycle parking and other facilities, and help with cycle maintenance.

Seeing other cyclists enjoying a safe and direct journey to work is expected to attract people to start cycling as part of their commute, or to cycle more often. The high visibility of the Cycle

Superhighways is also likely to generate increased awareness and consideration of cyclists among different road users.

Each route will be given its own identity, with consistent and easy to follow road markings and signs. Any safety issues will be addressed through measures such as advance stop boxes at traffic signals and continuous cycle lanes through junctions where appropriate. Obstructions along the route will be minimised and improvements made to road surfaces to ensure a smoother ride.

Safety

14. How will Cycle Superhighways improve safety?

We will be working to improve safety issues along each route by implementing measures such as advanced stop lines at traffic signals and continuous cycle lanes through junctions where appropriate. We are also in discussions with the Department of Transport about trialling cyclist safety mirrors at traffic signals on our road network and hope to have them in place on the Superhighway pilot routes next summer.

TfL will have a range of initiatives to support Cycle Superhighways, including cycle training, which gives novice cyclists the skills and confidence they need to navigate London's roads safely.

We also anticipate that seeing cyclists enjoying a safe and direct journey to work will attract others to start cycling as part of their commute or to cycle more often, generating sufficient numbers to increase awareness and consideration of cyclists among different road users.

Obstructions along the route will be minimised and improvements made to road surfaces to ensure a smoother ride.

15. Will there be measures to prevent conflicts with Heavy Goods Vehicles (HGVs), buses and other large vehicles?

The Cycle Superhighways programme will include measures to reduce conflict between cyclists and large vehicles.

TfL's Freight Operators Recognition Scheme (FORS) will deliver training for HGV drivers to make sure they understand the needs of cyclists and training for cyclists will be one of the offers available through the Cycle Superhighways programme.

A trial of "Trixi" mirrors (safety mirrors at traffic signals) is also planned, subject to Department for Transport (DfT) approval. These are mirrors placed at traffic signals to give drivers or large vehicles better visibility of cyclists when they prepare to turn left.

Cost

16. How much will Cycle Superhighways cost?

The estimated cost of delivering the two pilot Cycle Superhighways routes is £22m. The work on the first two routes will help TfL determine in detail the scope and cost of the Cycle Superhighways. TfL will test new interventions on the pilot routes, and monitor their effectiveness. This will determine the future cost of the whole programme.

Parking

17. Will there be more cycle parking near the routes?

TfL will work with businesses and employers at the 'work-end' of the Cycle Superhighways in central London to support the installation of improved cycle parking. TfL will also work with the boroughs to explore ways of providing more cycle parking in residential areas at the 'home end' of the Cycle Superhighways. Additionally, further cycle parking will be implemented along the length of the Cycle Superhighways at suitable locations.

There are already TfL-approved secure parking facilities at Finsbury Park and London Bridge, and opportunities for other locations will be explored. Any new facilities that support and encourage cycling will be promoted.

Borough impacts and consultation

18. How many boroughs will Cycle Superhighways go through?

Subject to final agreements with the boroughs, the twelve Cycle Superhighways will run through approximately twenty five boroughs. The first two Cycle Superhighways are planned for delivery in the summer of 2010 and TfL will be working in partnership with the following boroughs:

For the South Wimbledon to the City route: City of London, Lambeth, Merton, Southwark and Wandsworth.

For the Barking to Tower Hill route: City of London, Barking and Dagenham, Newham and Tower Hamlets

19. Will Cycle Superhighways use Transport for London Road Network (TLRN) and borough roads?

Yes, Cycle Superhighways will use a mix of TLRN and borough roads. More details will be made available as arrangements for the routes are agreed.

User advice

20. Where can I find out where Cycle Superhighways go?

Information about the routes is available online at tfl.gov.uk/cyclesuperhighways. Packs will be available which show the routes of the first two Cycle Superhighways. Cycle guides will detail the Cycle Superhighway routes, and these will be available at tfl.gov.uk/cyclesuperhighways from summer 2010 when the routes go 'live'.

21. I haven't ridden a bike in years and want to cycle, can TfL help?

Yes, TfL can help. The TfL website (tfl.org.uk/cycling) has a whole host of useful information about cycling in London. Your local borough will also be able to provide information about cycling in your area and most boroughs arrange subsidised adult cycle training.

Smarter Travel

22. What is 'smarter travel'?

Smarter travel refers to the work that TfL (and other agencies) undertake to increase awareness of all of the travel options available. This includes targeted promotions and supporting sustainable travel through infrastructure projects and programmes.

23. What smarter travel measures will be implemented specifically for the Cycle Superhighways?

TfL will introduce measures including cycle training, working with businesses to provide cycle parking, and help with cycle maintenance. More details of the schemes and initiatives will be announced nearer the completion date for the two pilot routes.

Linking to other cycle routes

24. How will Cycle Superhighways link to other cycle routes?

TfL intends to join Cycle Superhighways to existing infrastructure by erecting signposts and making improvements at the junctions of Cycle Superhighways and the existing infrastructure. Opportunities for connections with other existing and proposed cycle routes will be identified during the development process for each Cycle Superhighway.

Any new maps produced will show both Cycle Superhighways and the existing cycle routes, and all existing maps will be updated.

25. Will Cycle Superhighways be linked to Cycle Hire?

Cycle Superhighways and Cycle Hire are two different schemes with different objectives, although the overarching aim of both schemes is to increase the number of journeys made by bicycle in London and improve facilities for those who already cycle. Cycle Hire will begin by focusing on short trips within central London while Cycle Superhighways are primarily aimed at existing and new cyclists who want to commute to work and travel longer distances.

26. How will Cycle Superhighways link with the London 2012 Olympic and Paralympic Games?

The Cycle Superhighways team are working with the Olympic Greenways team to create links between the Cycle Superhighways and the Olympic Greenways.

Timescales

27. When will the work on the pilot routes start?

TfL will begin work on sections of both pilot routes in autumn 2009.

28. Who will carry out the works on the Cycle Superhighways?

TfL's highways and maintenance works contractors will carry out most of the construction work on the first two routes. Some interventions may be delivered by the respective boroughs, and this will be discussed and agreed with each of the boroughs.