

DRAFT

Southwark Cyclists Policy Position on Cycle Infrastructure Provision

This document outlines Southwark Cyclists approach to some of the key aspects of cycle infrastructure design. It is not comprehensive or prescriptive and it is recognised that infrastructure provisions may need to be adapted to the particular context of the street, provided that the safety and attractiveness of cycling is not compromised.

Southwark Council will be producing a Street Design Guide and a Cycle Strategy in the early part of 2005. This document will also inform Southwark Cyclists contribution to these strategies

The importance of providing good infrastructure for cycling

Data drawn from *Attitudes to cycling: Information from Office of National Statistics (ONS) Omnibus Survey for DfT (2002)*

- The conditions for cycling are viewed as poor: On a scale of 1-10, people awarded an average of approx 4.5 points for the cycling environment compared to an average of approx 6.5 for walking. On average women awarded a slightly lower score than men
- Promoting the health benefits of cycling is the strongest incentive to cycle: 87% felt that cycling should be promoted in this way
- Road users have a supportive attitude to improving cycling facilities: Only 10% agreed that cycle lanes on roads simply reduce space. Approximately 65% thought that more money should be spent on cycling improving cycling facilities and nearly 70% thought that cyclist should be given more priority.
- 30% of people could be persuaded to cycle more if facilities were improved: Parking facilities, segregated cycle tracks and cycle lanes all have potential to change behaviour. Amongst those who cycle most often parking facilities appear to be the most important but only by a few percentage points.. Amongst those who never cycle, segregated tracks would have most impact

Policy

Advanced Stop Lines		
Width of approach lane	1.5 m minimum	We will look at any exceptions on a case by case basis. Our starting principle is that there must be parity between modes in the allocation of road space and that cyclists' needs should not be considered as lowest priority
Length of approach lane	Back as far as parking bay or 15 metres if no parking in immediate environs	Lane length should take account of length of queues that form at junction
Colour	Preference for green	We recognise that a contrasting colour tarmac can aid identification of ASLs but we also recognise that this has cost implications and as a surfacing material it is not as hard-wearing as standard tarmac.
Location	At all arms of signalised	ASLs should be installed whenever re-

	junctions, giving priority to busiest junctions	surfacing activity takes place In two lane carriageways but with no-right turn, only a left hand lead-in is required. Where there is a right turn lane, the need for an additional cycle lane in this carriageway should be reviewed on a case by case basis
Cycles Lanes		
Width	Wherever possible, cycle lanes should be 2 metres wide, 1.5 m minimum	Lanes of insufficient width may actually undermine cyclists' safety and confidence. Cyclist are forced to take up a vulnerable position at the very edge of the road. Given that safety is one of the key factors which discourage people from cycling, narrow cycle lanes may be counter productive
Location	Where ever there is sufficient road space. Where a cycle lane runs alongside a convex curve in a road, a protective island should be installed to protect cyclists from cars and lorries intruding into the cycle lane.	Not required in bus lanes. There is an example of a protected cycle lane on Southwark Bridge Road, near Scovell Road.
Position on road	Cycle lanes should be located to the outer edge of parked cars with sufficient space to allow car doors to be opened safely. They be marked continuously across junctions	The Western end of Borough Road provides an example of good practice
Enforcement	All cycle lanes should be protected by double yellow lanes so that they are in force at all times. Wherever possible, by double "nibs" to prevent loading and unloading, as described on page 80 of the Highway Code.	Bayliss Road (LB Lambeth)
Traffic Calming		
20mph zones		
Approach	SC has a hierarchical approach and will actively seek options higher in the hierarchy unless there is a strong reason to do otherwise.	
	Option 1: Using shared-surface layout design to cause drivers to slow down to interpret the road priorities eg the proposed Exhibition Road trial	Southwark took the initiative in London by proposing 20mph as a standard designation in the road safety plan. Southwark should continue to build a reputation as a borough that is willing to use creativity to encourage sustainable and inclusive transport means
	Option 2: Speed tables across	Speed tables tend to degrade less quickly than

	the whole carriage way. Webber Street provides a good example. Edges should be tapered	other traffic calming features meaning that there are fewer risks to cyclists associated with potholes or poor quality surfacing. They are impossible to evade and thus do have a calming effect. They are also beneficial to those with impaired mobility or mum's with prams, as they form a continuous surface for the purpose of crossing the road. They may not be suitable for roads acting as bus routes
	Option 3: Humps, with tapered edges	Recommended for one way streets and back streets. Can be effective at calming traffic. In order to cater for emergency vehicles, parallel routes must be identified without humps
	Option 4: Traffic islands /build outs/speed cushions	Where build out are used, the alignment of the cycle lane should continue straight ahead to avoid forcing cycles into the centre of the road We do not regard speed cushions as effective forms of traffic calming. <ul style="list-style-type: none"> Traffic may veer to avoid them, moving into the centre of the road. Cyclists are forced into vulnerable positions on the road, either right in the gutter or in the centre of the road, potentially into the on-coming traffic. Alternatively, vehicles with wider axles are able to ignore them.
Other roadside infrastructure	Except in exceptional situations, all roadside guardrailling should be removed.	
Cycle stands		
Model	Sheffield stands with a tapping bar along the bottom	They are secure and practical to use. A single type also helps consistency in street furniture and so supports a higher design quality of the street
Colour	Black with a reflective band	Easier for the visually impaired to see
Number and location	To be installed at all public buildings and local shopping areas. Stands should be located in small groups and disperse along the street, not concentrated in a single location	
Treatments to traffic limited streets		
Contraflows	Contra-flows will always be sought where one-way traffic flows are being introduced and	Maintaining access to the full road network for cycling firstly provides an incentive to cycle as it supports direct and flexible routes. Secondly

	<p>Southwark Cyclists would like a programme for them to be installed progressively where contraflows already exist. When installed, consideration should be given to how they are accessed from multiple directions. Central islands used to segregate the cycle lane from the roadway should have a radius not a corner.</p>	<p>it avoids forcing cycling onto gyratories and through one way streets where a higher than average road speed makes cyclists more vulnerable</p>
Road closure	<p>Cycle access should always be maintained where there is road closure to prevent rat running. Rockingham Street provides a good example</p>	<p>Maintaining access to the full road network for cycling firstly provides an incentive to cycle as it supports direct and flexible routes.</p>
Road surfacing		
Mimimum standards		
Re-surfacing policy	<p>In addition to major resurfacing every 5 -10 years, there should be a programme of minor repairs once a year, with cracks, seams, minor dips</p>	<p>A minor depression is more serious for a cyclist than for a car or lorry. Road surfaces are often particularly bad in the couple of metres nearest the kerb, just where most cyclists ride.</p>