

Cycling infrastructure - what can we do now



Mark Strong
Transport Initiatives
www.transport-initiatives.com

Involvement with cycling in Horsham

Final report

Horsham Cycling Review

For: Horsham District Council



January 2009



Transport Initiatives LLP
Office 4
145 Islingword Road
Brighton BN2 9SH
0845 345 7623
www.transport-initiatives.com

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Southwater cycle network review



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Horsham from the air!



Basic rules of cycling design

■ London Cycle Design Standards 2014



Core criteria

1 - Safety



Good infrastructure should help to make cycling safer and address negative perceptions about safety, particularly when it comes to moving through junctions.



Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard-rail at a busy junction is not an acceptable offer for cyclists.

2 - Directness



Routes must be logical and continuous, without unnecessary obstacles, delays and diversions, and planned holistically as part of a network.



This track works well on links but requires cyclists to give way at each side road. Cyclists often choose to stay on carriageway rather than take fragmented routes with built-in delay.

3 - Comfort



Riding surfaces for cycling, and transitions from one area to another, should be fit for purpose, smooth, well constructed and well maintained.



Uncomfortable transitions between on-and-off-carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.

Core criteria

4 - Coherence



Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. It should be usable and understandable by all users.



Neither cyclists nor pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.

5 - Attractiveness



Infrastructure should not be ugly or add unnecessarily to street clutter. Well designed cycling infrastructure should enhance the urban realm.



Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the streetscape.

6 - Adaptability



Cycling infrastructure should be designed to accommodate users of all types of cycle, and an increasing numbers of users over time.



Where streets have been engineered primarily for use by motor vehicles, it is difficult to make infrastructure for cycling that is legible and adaptable.

Some guidelines for cycle planning

- Need to prioritise schemes (maybe we shouldn't have to, but we do!)
- Good provision should work for all levels of cycling expertise
- Need to assess *current* & *desired* network
- Based on cycle accessibility audit (Bikeability)
- Mesh density & area porosity audits
- Starting to be used by local authorities in London (first in Southwark)

Bikeability levels

Level 1 Beginner:

Off-road cycle control skills



Level 2 Intermediate:

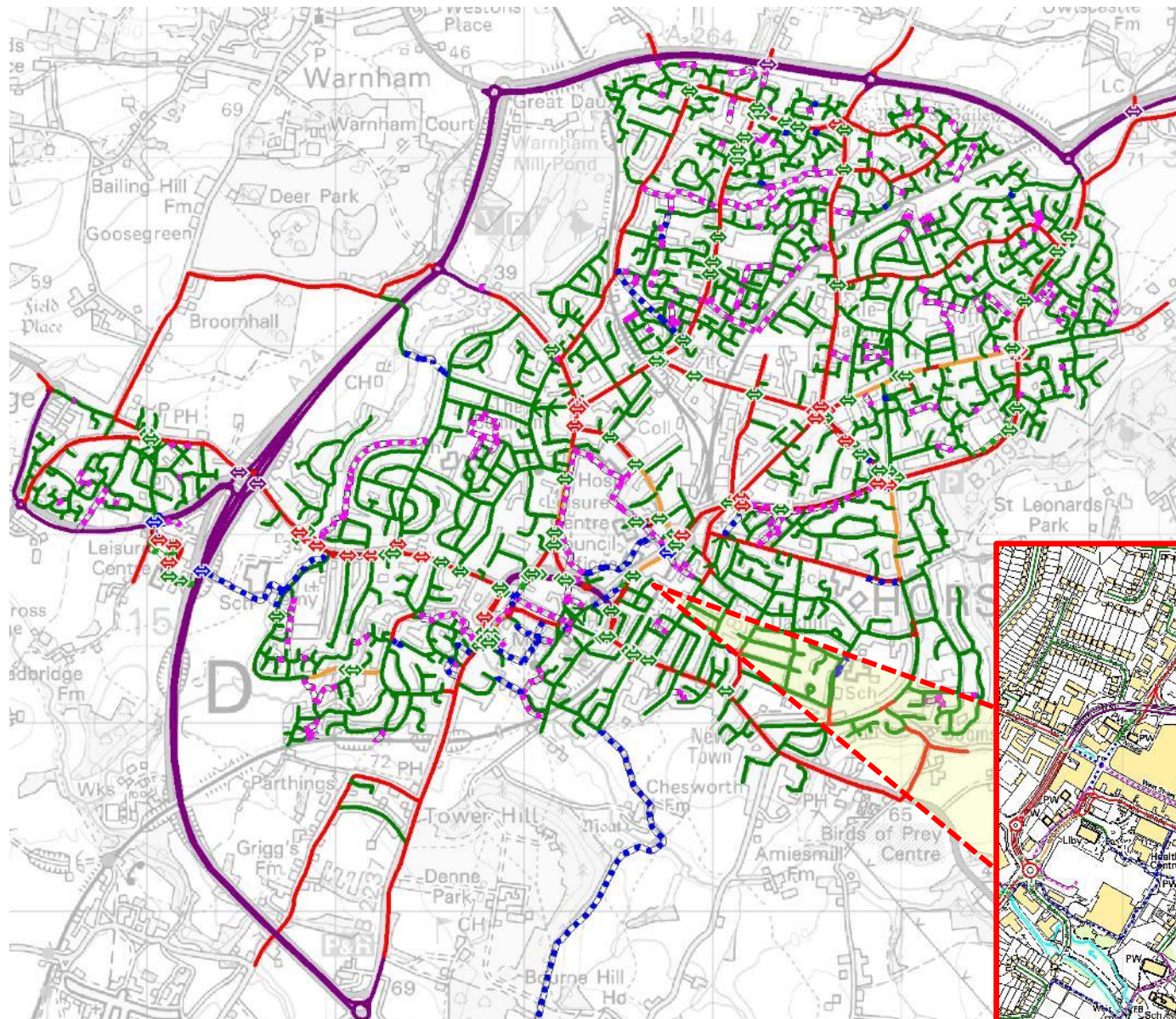
On roads with light traffic, minor junctions



Level 3 Advanced:

On-road riding in traffic using major junctions





Key

Crossings - CSNA level

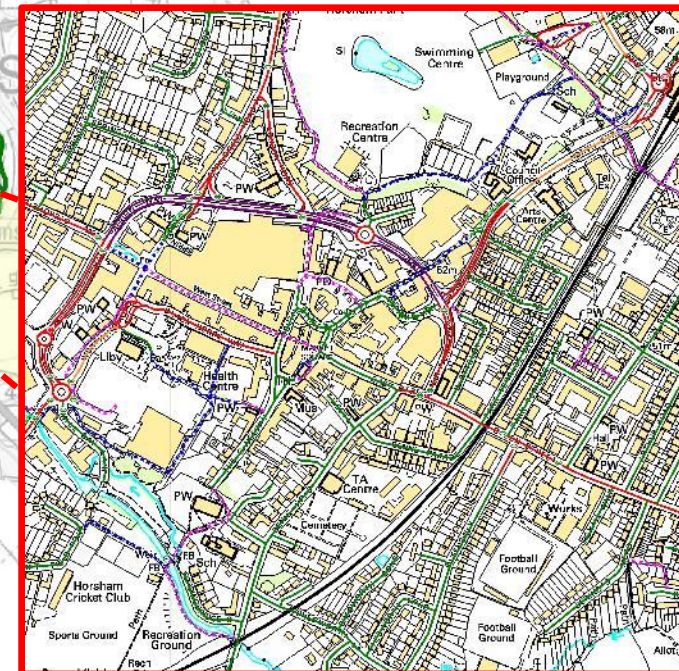
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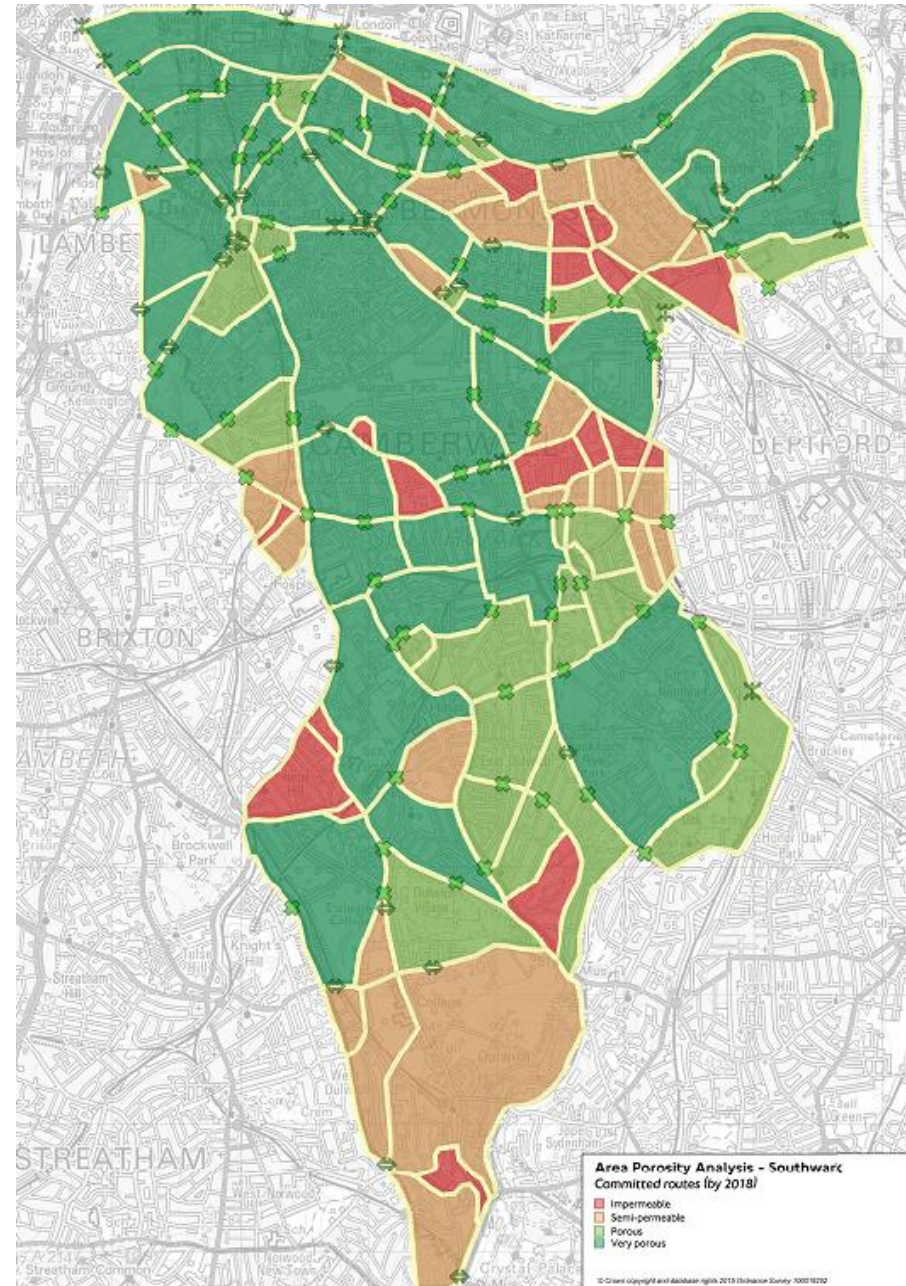
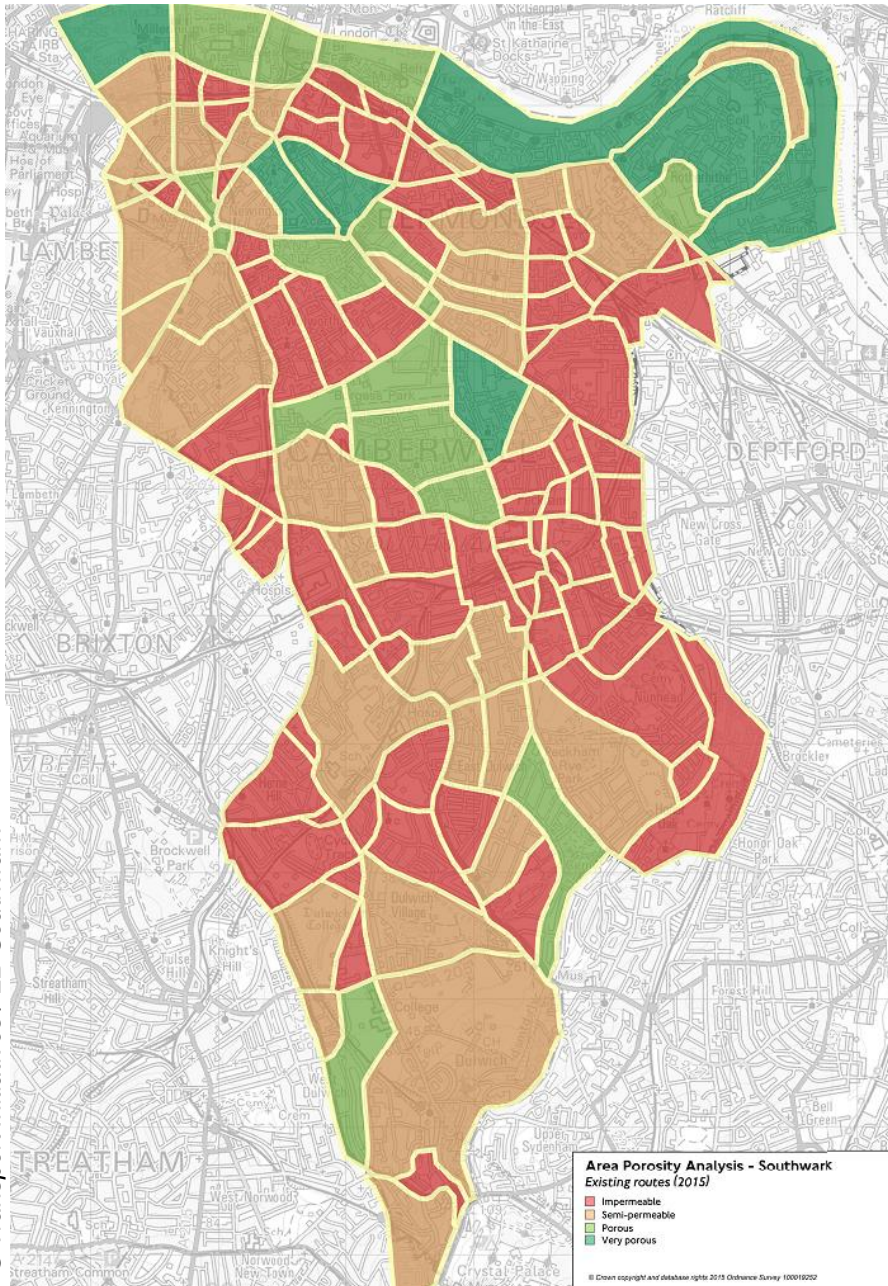
Cycle tracks - CSNA level

- Potential Level 1 cycle track
- Existing Level 1 cycle track
- Level 2
- Level 3

Roads - CSNA levels

- Level 2
- Level 2.5
- Level 3
- Level 3.5





Summary

- ‘Routes for people on bikes’ not ‘Cycle Routes’
- Value of key small scale interventions
- Bigger schemes where needed, designed to suit needs of potential users
- Protected routes vital where traffic / speeds high

Reality of cycling in Horsham



Hisbe (how it should be)



Hisbe (how it should be)



Hisbe (how it should be)



Hisbe (how it should be)



Hisbe (how it should be)



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Hisbe (how it should be)





























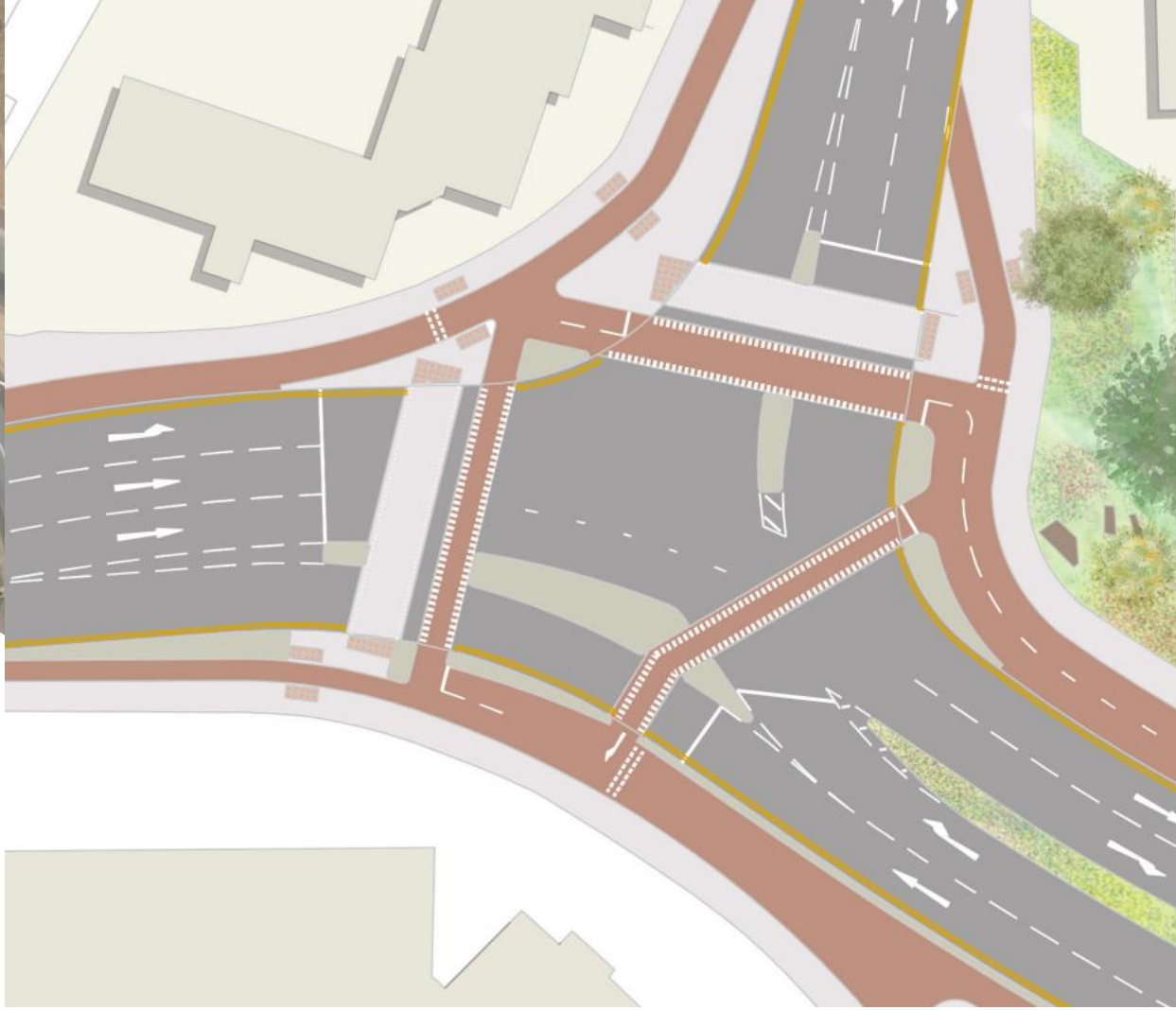














Thanks & may the Force be with you!