

Protected Space and Priority Junctions

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(with thanks to Mark Treasure)

Who said?

"As I turn left onto Millbank and the other lights change there's just a pack, a peleton of Lycra that comes whizzing past,"

“I want people to think cycling is for them, even if they are middle aged, or female, or overweight, or one of the other groups of people who don't really get on their bikes”

Robert Goodwill, MP

<http://www.theguardian.com/environment/bike-blog/2014/jan/15/new-cycling-minister-robert-goodwill-everyday-cyclists>

If we are concerned with moving
people efficiently - along streets,
and through junctions - allocating
space and time to cycling is a no-
brainer

Until this, I didn't agree!



Bilbao, 2011



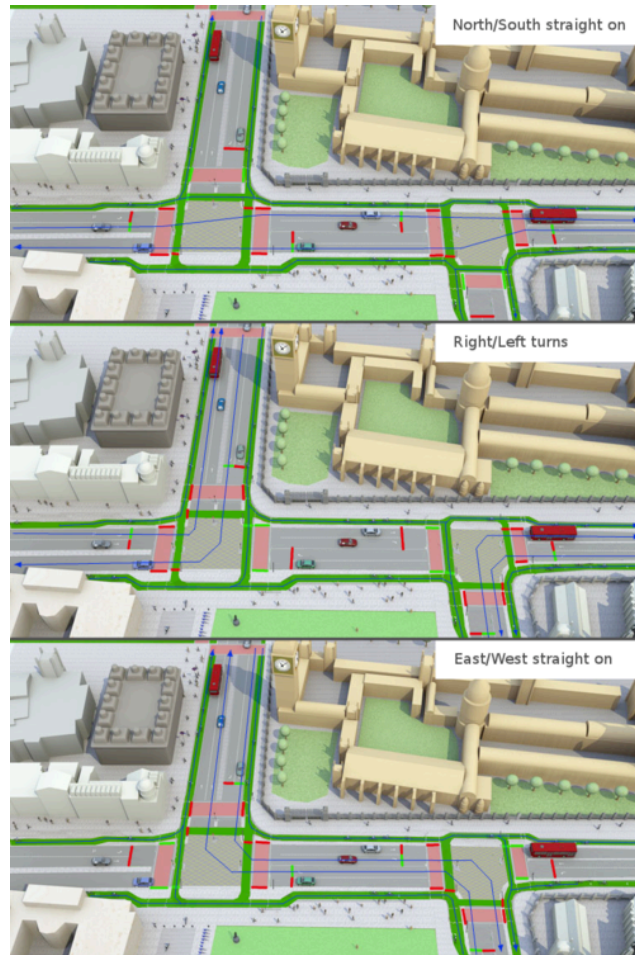
A Campaigners Vision?



A Campaigners Vision - Revised



Phases



A TfL Vision?



MAYOR OF LONDON

See London by Bike
Part of the Mayor's Vision for Cycling in London



TRANSPORT
FOR LONDON

Approved this week!

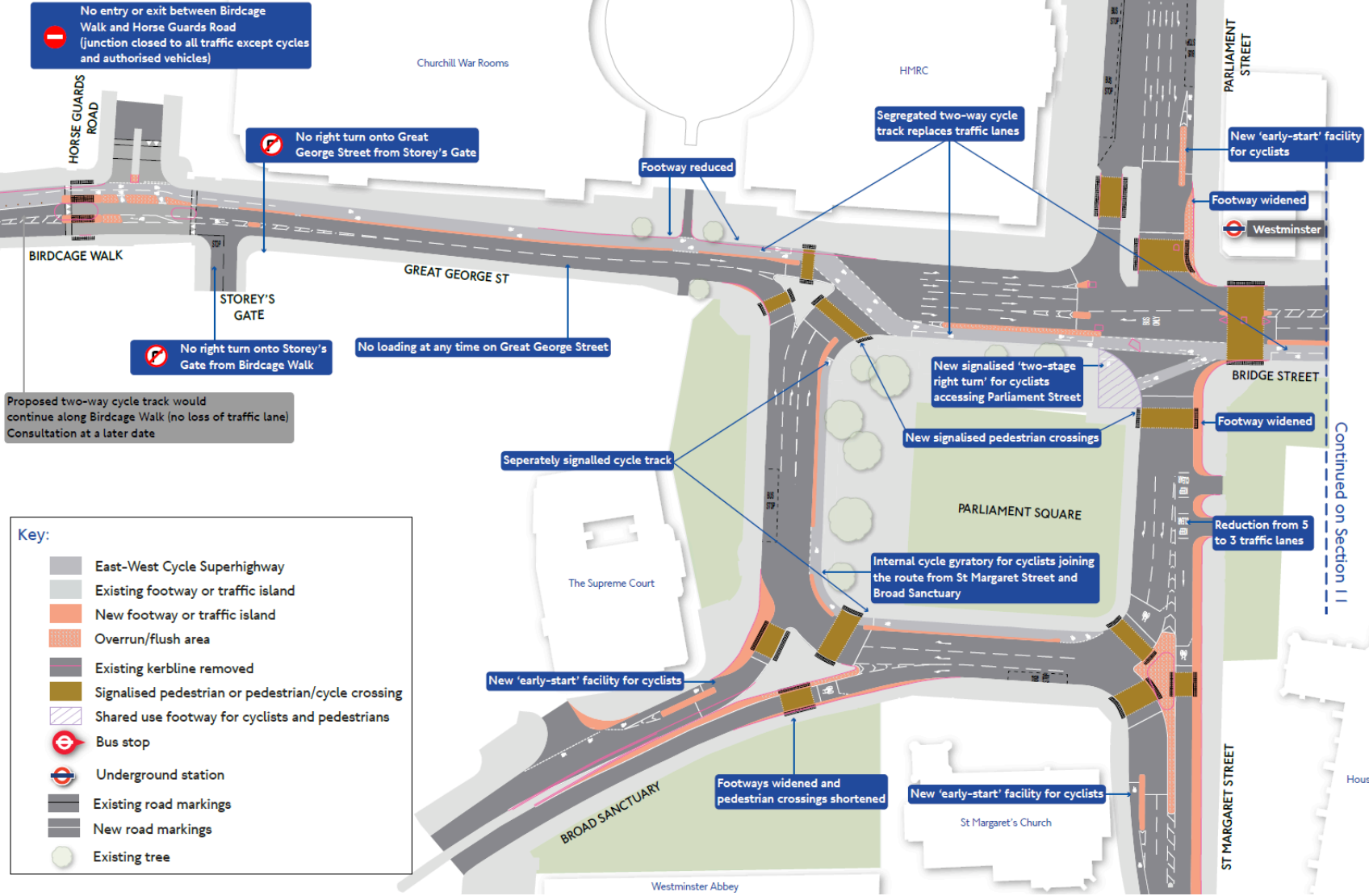


East-West Cycle Superhighway Section 12 Parliament Square/ Great George Street



Continued on Section 13 - Refer to Overview Plan

Continued on Section 11



No entry or exit between Birdcage Walk and Horse Guards Road (junction closed to all traffic except cycles and authorised vehicles)

No right turn onto Great George Street from Storey's Gate

No right turn onto Storey's Gate from Birdcage Walk

No loading at any time on Great George Street

Proposed two-way cycle track would continue along Birdcage Walk (no loss of traffic lane)
Consultation at a later date

Footway reduced

Segregated two-way cycle track replaces traffic lanes

New 'early-start' facility for cyclists

Footway widened

Westminster

New signalised 'two-stage right turn' for cyclists accessing Parliament Street

Footway widened

Separately signalled cycle track

New signalised pedestrian crossings

Reduction from 5 to 3 traffic lanes

Internal cycle gyratory for cyclists joining the route from St Margaret Street and Broad Sanctuary

New 'early-start' facility for cyclists

Footways widened and pedestrian crossings shortened

New 'early-start' facility for cyclists

- Key:**
- East-West Cycle Superhighway
 - Existing footway or traffic island
 - New footway or traffic island
 - Overrun/flush area
 - Existing kerbline removed
 - Signalised pedestrian or pedestrian/cycle crossing
 - Shared use footway for cyclists and pedestrians
 - Bus stop
 - Underground station
 - Existing road markings
 - New road markings
 - Existing tree

Houses of Parliament

Westminster Abbey

St Margaret's Church

BROAD SANCTUARY

ST MARGARET STREET

BRIDGE STREET

PARLIAMENT SQUARE

GREAT GEORGE ST

BIRDCAGE WALK

STOREY'S GATE

HORSE GUARDS ROAD

Churchill War Rooms

HMRC

PARLIAMENT STREET

A question of space



Poor, but better



Just a typical Dutch junction



But the conditions have to be right



Do it once, Do it right.



Space can be found



Fundamental requirements being
traded off against one another

- Comfort
- Directness
- Attractiveness
- Safety

Cycle provision - on links, junctions, of whatever form - should meet these requirements *simultaneously*



Attractive, comfortable, safe and direct – all at the same time



The role of protected space and decent junctions is to ensure these conditions on those parts of the network where motor traffic volumes cross a threshold

Such as...

Road Type	Road Speed	Volume (PCU*/day)		
		<2000	2000-3000	>3000
Access	20mph	Combined traffic/cycle street	Cycle lane or cycle street	Cycle track
Distributor	30mph, 2 x 1	Cycle lane or track	Cycle track or parallel road	
	30mph, 2 x 2	Cycle track or parallel road		
Through	Any	Cycle track or parallel road		

*PCU = Passenger Car Unit

Priority over side-roads



Reducing motor traffic on side streets means turning conflicts are minimised



A typical rural Netherlands road



Brighton!



With more space, tracks can be set back, for better visibility



We can do this already, with
priority



Blackfriars!



Using CLOS in practice

Existing

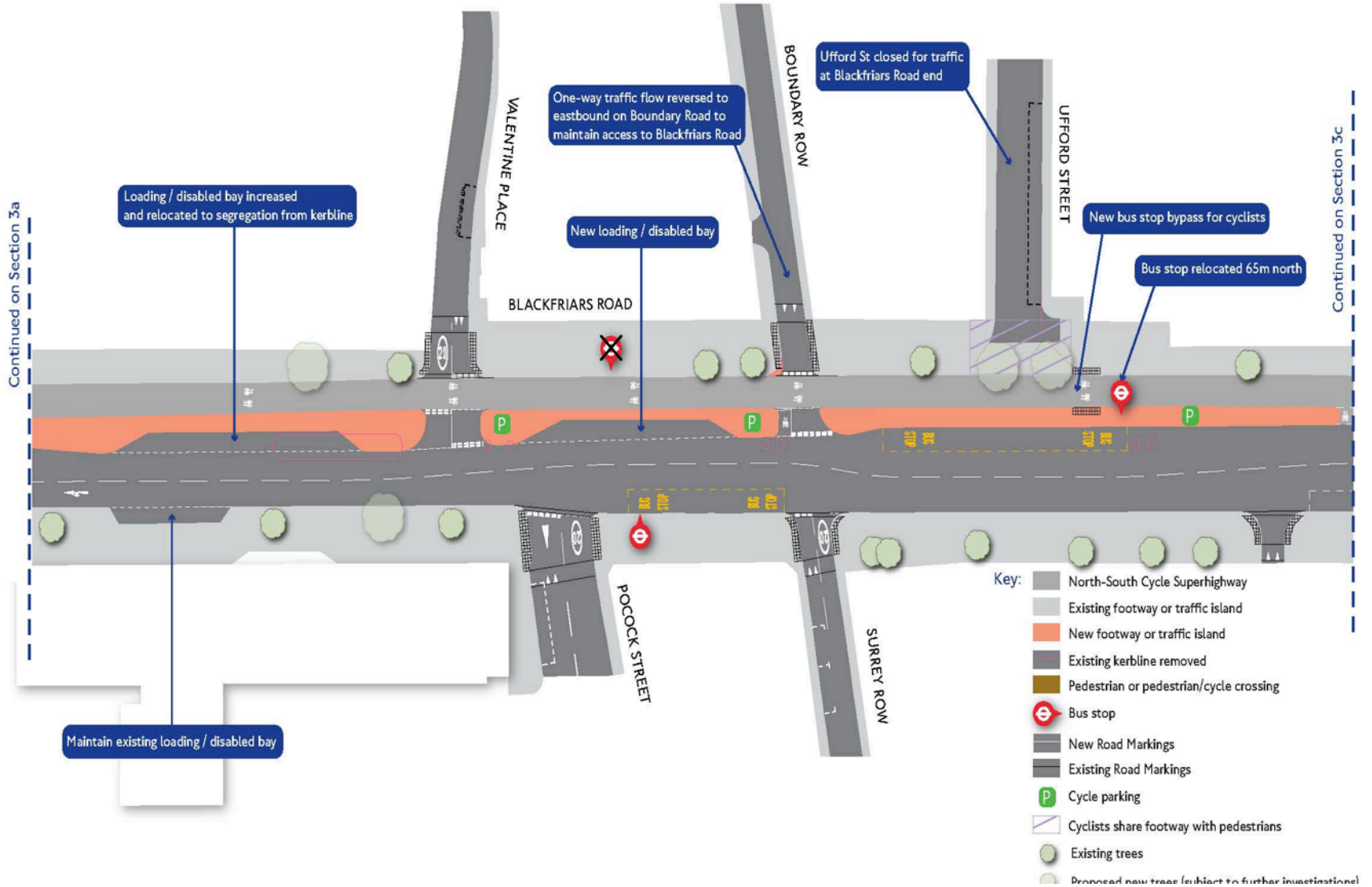


Proposed



Scheme name	Existing score	Consultation option
Blackfriars Road	37%	86%

In design



Protected space can simply be a matter of rearrangement

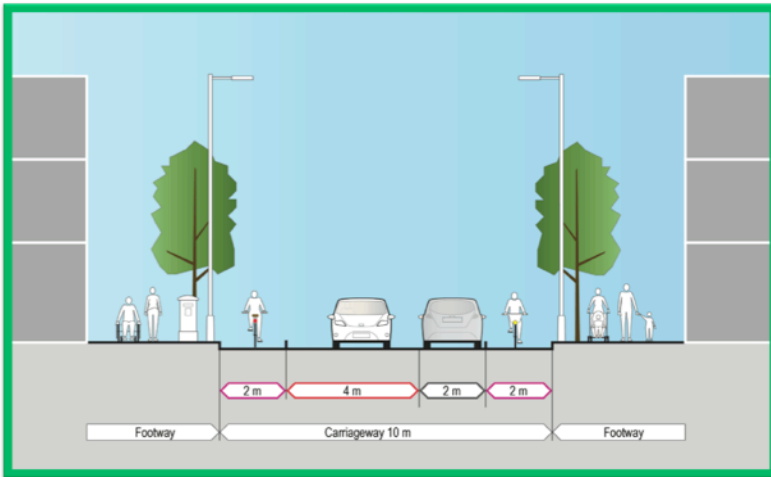


Switch the parking around

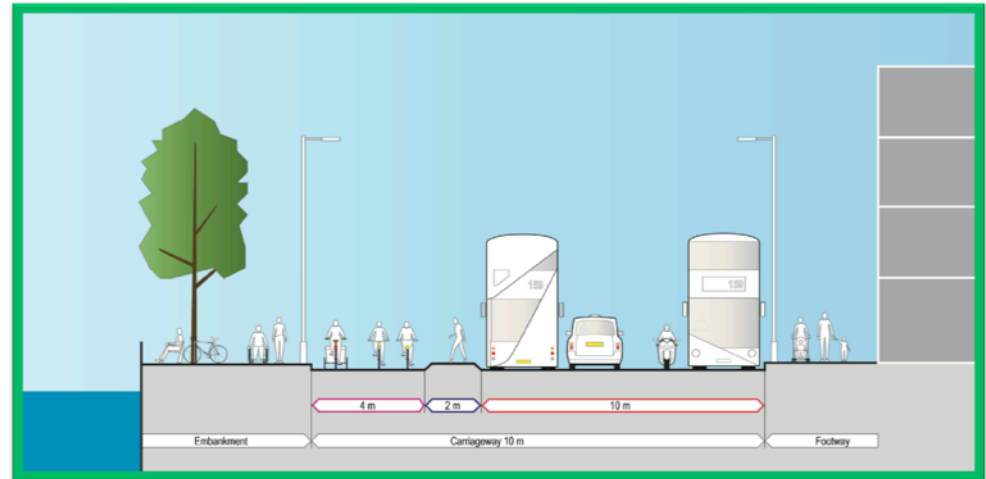


Think about widths

Width and Profile Decisions – 10m



Width and Profile Decisions – 16m



Bus stops?



More ambitious (but possible?) – four stage junctions



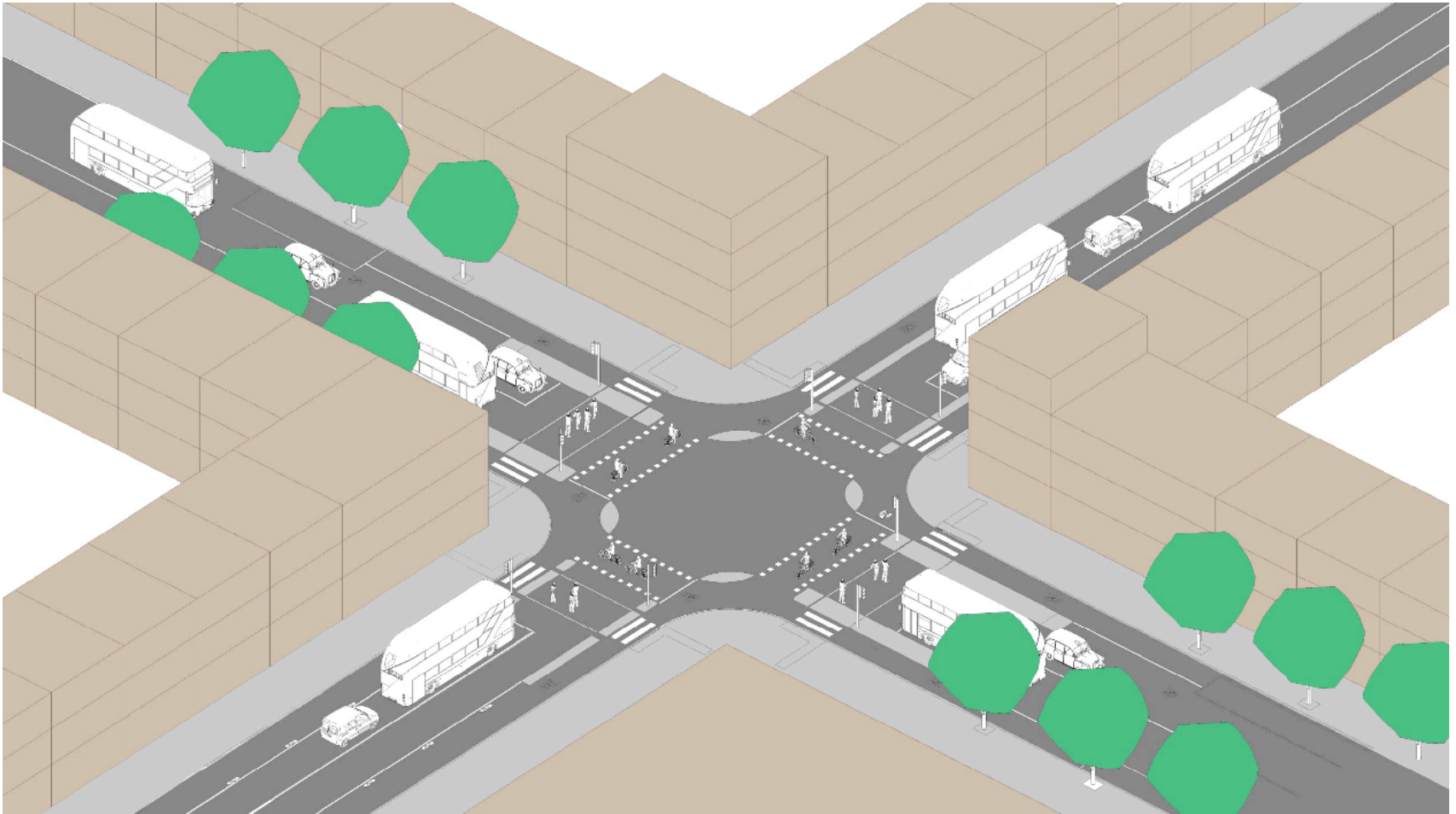
Signal-controlled junctions

- Necessary when (motor!) traffic volumes are higher.
- Turning conflicts need to be prevented, without sacrificing directness (both time, and distance)
- What can we do?

Today



Tomorrow



Simultaneous green?



The first round of trials include:

Simultaneous Green

In partnership with the London Borough of Richmond upon Thames.

A continental-style simultaneous green signal will give cyclists a dedicated green light in all directions during which they can safely and efficiently cross a junction along their desire lines.

Don't worry, I'm turning right!



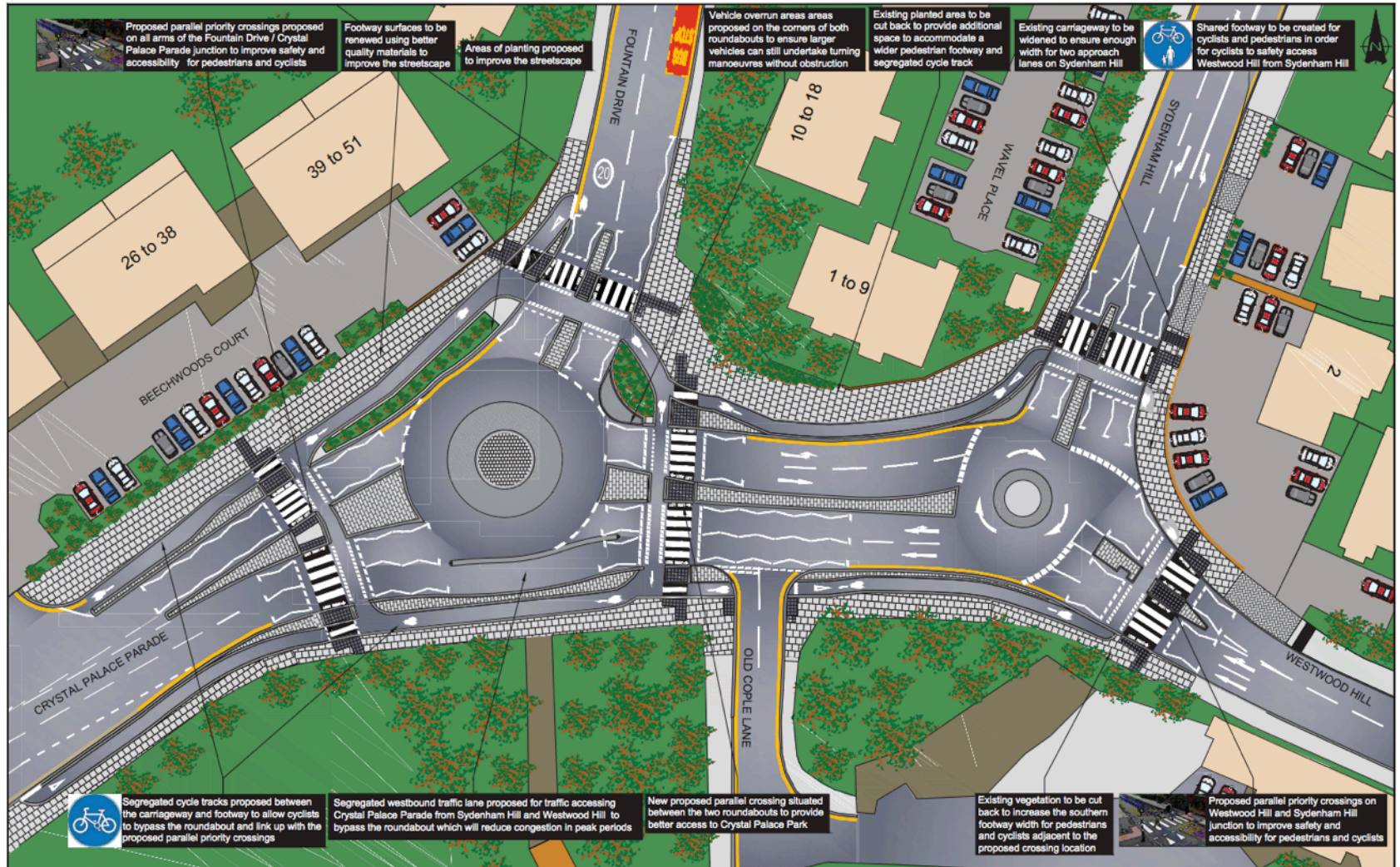
Roundabouts

Can we achieve this now?

A 'capacity' issue?



Almost!



Keep Going!



amblescope.co.uk/next