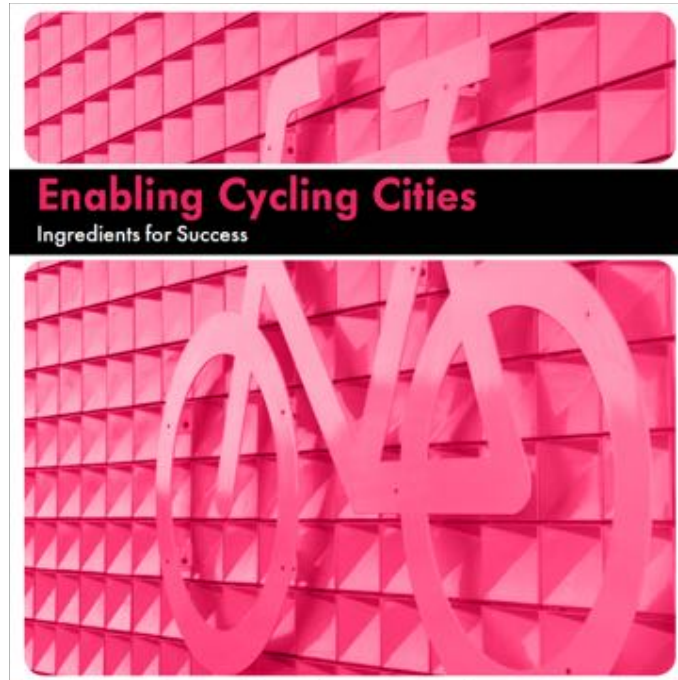


Innovation in design: Integration of walking and cycling in developments

Brian Deegan
Transport for London
@bricycle



“the fate of cycling is tied to its consistent integration into all relevant territorial plans“



“High quality cycling provision must be designed into all new developments from the beginning”



“The Board will assess investment decisions against the Healthy Streets Indicators, using a new Healthy Streets Check on every scheme.”



Healthy Streets for London

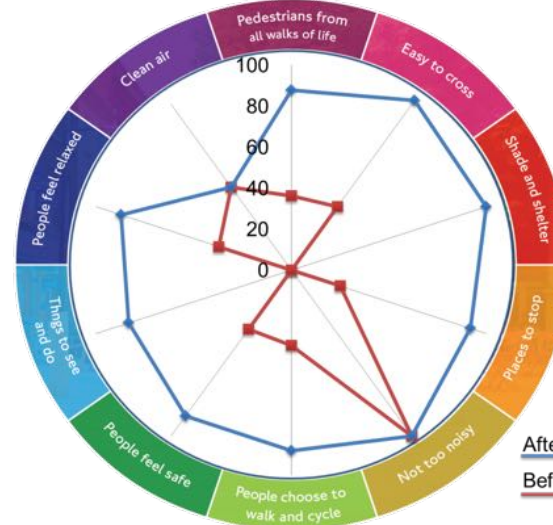
Prioritising walking, cycling and public transport to create a healthy city



MAYOR OF LONDON



TRANSPORT
FOR LONDON



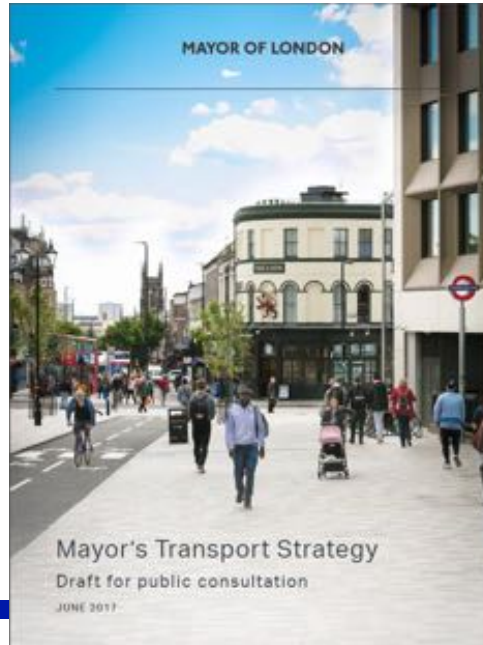
After

Before



EVERY JOURNEY MATTERS

“All new developments should comprise streets and places where people choose to walk and cycle..... they should also be planned to discourage car use,”



Hybrid Orientated Development



Design process requirements for developers



Commitment to reducing death and injury on London's streets, and to creating low speed environments.

1. Cycling is now mass transport and must be treated as such

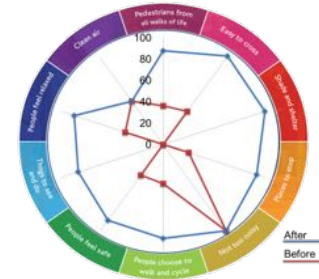
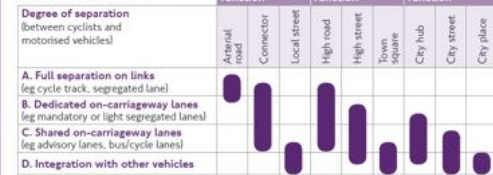
Most current cycle provision is squeezed into spare space or on the margins of roads. It reflects a belief, conscious or otherwise, that hardly anyone cycles, that cycling is unimportant and that cycles must take no meaningful space from more important road users, such as motor vehicles and pedestrians.

This no longer applies, especially in the centre. TfL's April 2013 cycling census found that 24 per cent of all rush-hour traffic in central London is cycles, and 16 per cent across the entire day, with shares of up to 64 per cent on some main roads. Similar shares apply in inner London.

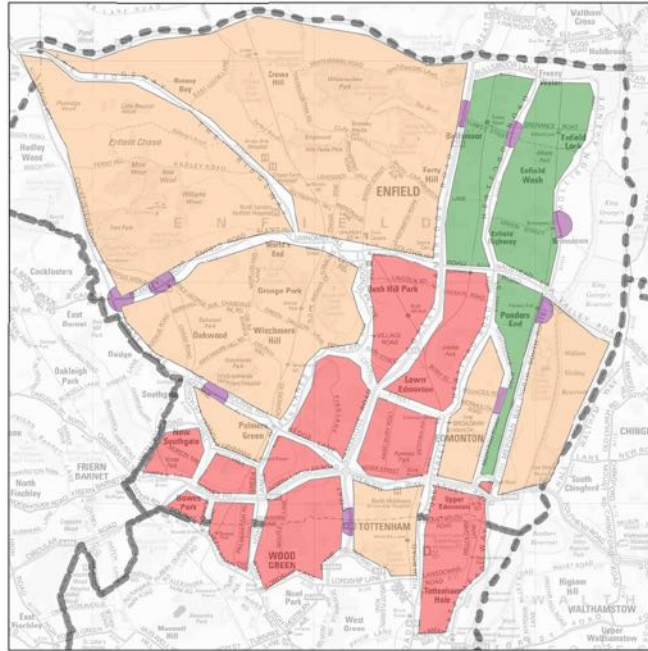
New cycle facilities must be designed to cope not just with these existing levels of use, but with the future we are planning: of further increases in cycling in zones 1 and 2, and of existing inner-city cycling levels starting to spread to the suburbs.



Figure 1.4 Indicative range of cycling interventions by RTF street type



Prioritise sustainable forms of transport and support accessible, legible, permeable urban form.



Linking air quality and environment improvements to shifts from motorised forms of transport.



Source:

www.smmc.co.uk



Commitment to sustainable forms of development and good integration between transport modes.



Recognition of the benefits of more walking and cycling and interventions that promote better places for all.



Provision for measuring and monitoring strategic outcomes on cycling.



Lessons learnt



Quantity and quality of cycle parking



Resorting to shared infrastructure



Lack of coherence for cycling facilities

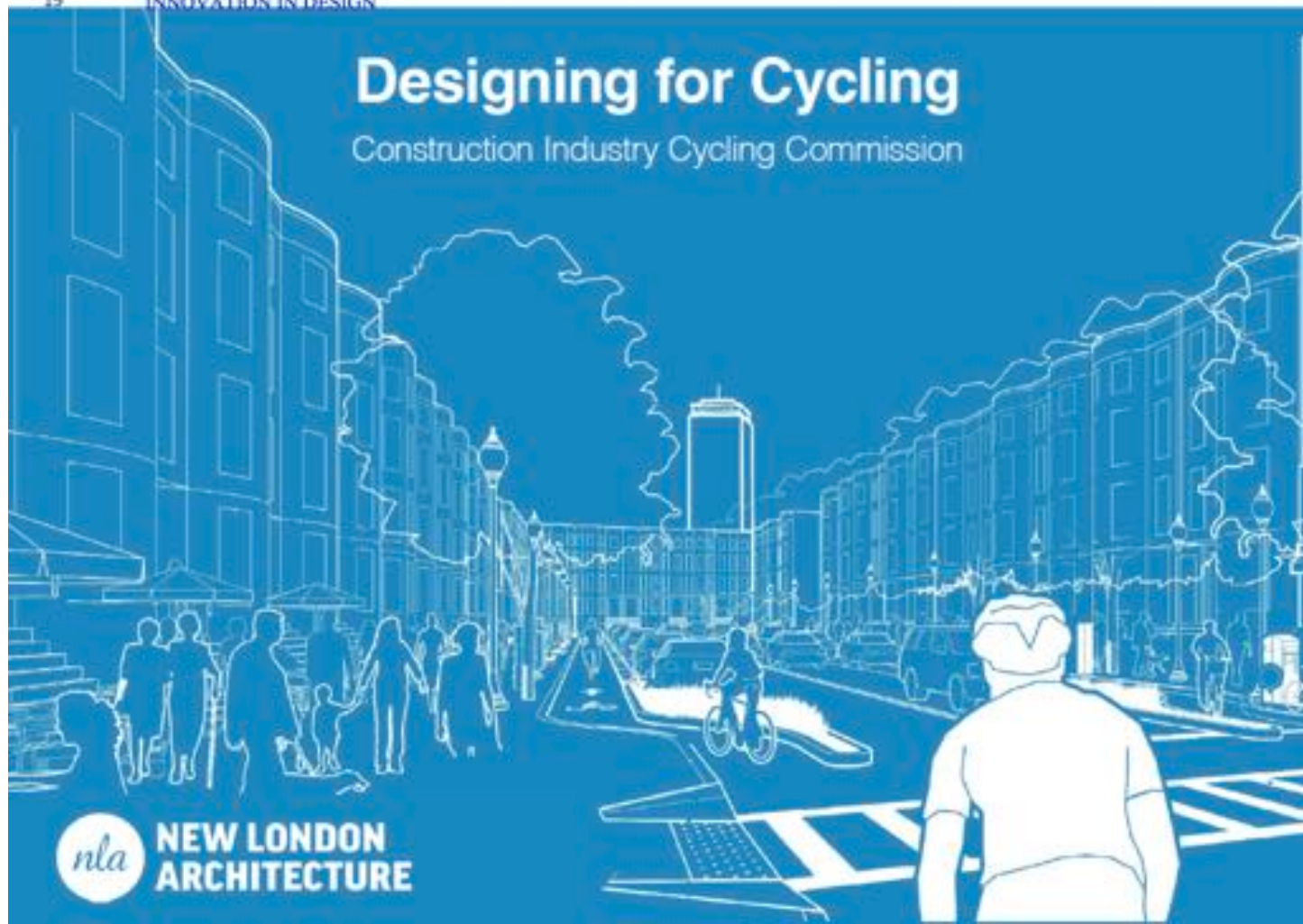


Junctions not designed with people who walk and cycle in mind



Designing for Cycling

Construction Industry Cycling Commission



**NEW LONDON
ARCHITECTURE**