



London Cycling Design Standards

A guide to the design of a better cycling environment



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Foreword

In 2004 the London Cycling Action Plan was published. This set out the activities necessary to deliver my long term target for a 200% increase in cycling and, through effective joint working, London is now well on its way to achieving the interim goal of an 80% increase by 2010. Cycling is by far the most sustainable form of vehicular transport that is widely available, and it is within the reach of people at all income levels. Cycling is eminently suitable for a high proportion of short to medium distance journeys in our city.

Cycling casualties in London have fallen by one third over the last 8 years, as infrastructure improves and cyclists increase in numbers and visibility. I am determined that this downward trend in casualties shall continue. The general health benefits of cycling already far outweigh any collision risk, but we must take all reasonable steps to design our infrastructure to minimise risk to all members of the travelling public as well as creating a more cycling-friendly environment.

This publication is an important step towards that goal. I commend it to all who are involved in the design, implementation and maintenance of facilities for cyclists or that may affect cyclists.

A handwritten signature in black ink that reads "Ken Livingstone". The signature is written in a cursive style.

Ken Livingstone
Mayor of London



Preface

It is now some years since a conscious decision was taken to promote cycling as a serious mode of transport in London. Initially we had much to learn from our northern European neighbours in terms of providing for cyclists, but London now has examples of cycle-friendly infrastructure to match the best.

These London Cycling Design Standards bring together experience gained over the last decade, highlighting those measures that work and those that do not. As the number of people cycling increases and our experience grows, there will inevitably be further refinements to these design standards. The present standards should be seen as just one step in the transition to a more sustainable 21st century London.

I would take this opportunity to thank the many organisations and individuals who have contributed to the preparation of these standards. In particular we have received comments at the drafting stage from London Boroughs whose job it is to provide and maintain the majority of cycling facilities in London; from the Department for Transport; from cycling organisations including London Cycling Campaign, the Cyclists Touring Club and Sustrans; and from groups representing disabled people. Within TfL, contributors include Area Streets Teams, Streetscape, Road Safety, London Buses and others. Finally, my thanks go to the key staff in TfL's Cycling Centre of Excellence who have drafted these standards, and to Capita Symonds for their expert technical input in bringing the document together for publication.

A handwritten signature in black ink, appearing to read 'Peter Hendy'. The signature is fluid and cursive, written on a white background.

Peter Hendy
*Managing Director, Surface Transport
Transport for London*

Published by:

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www.tfl.gov.uk

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Graphic design and production by RIMA design.

Photograph acknowledgements: Sustrans (6.1.17 & 6.6.1), Royal Borough of Kingston upon Thames (7.9.1), ML Design (4.4.26 & 7.6.4), Faber Maunsell (2.3.9), with the remainder supplied by TfL, London Borough of Camden, Jason Patient and Capita Symonds.

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