

### CS3 VICTORIA EMBANKMENT

1,350 Maximum one-way hourly cycle flow  
 10,850 Post-construction average daily cycle flow  
 57% Increase in cycle flow since construction

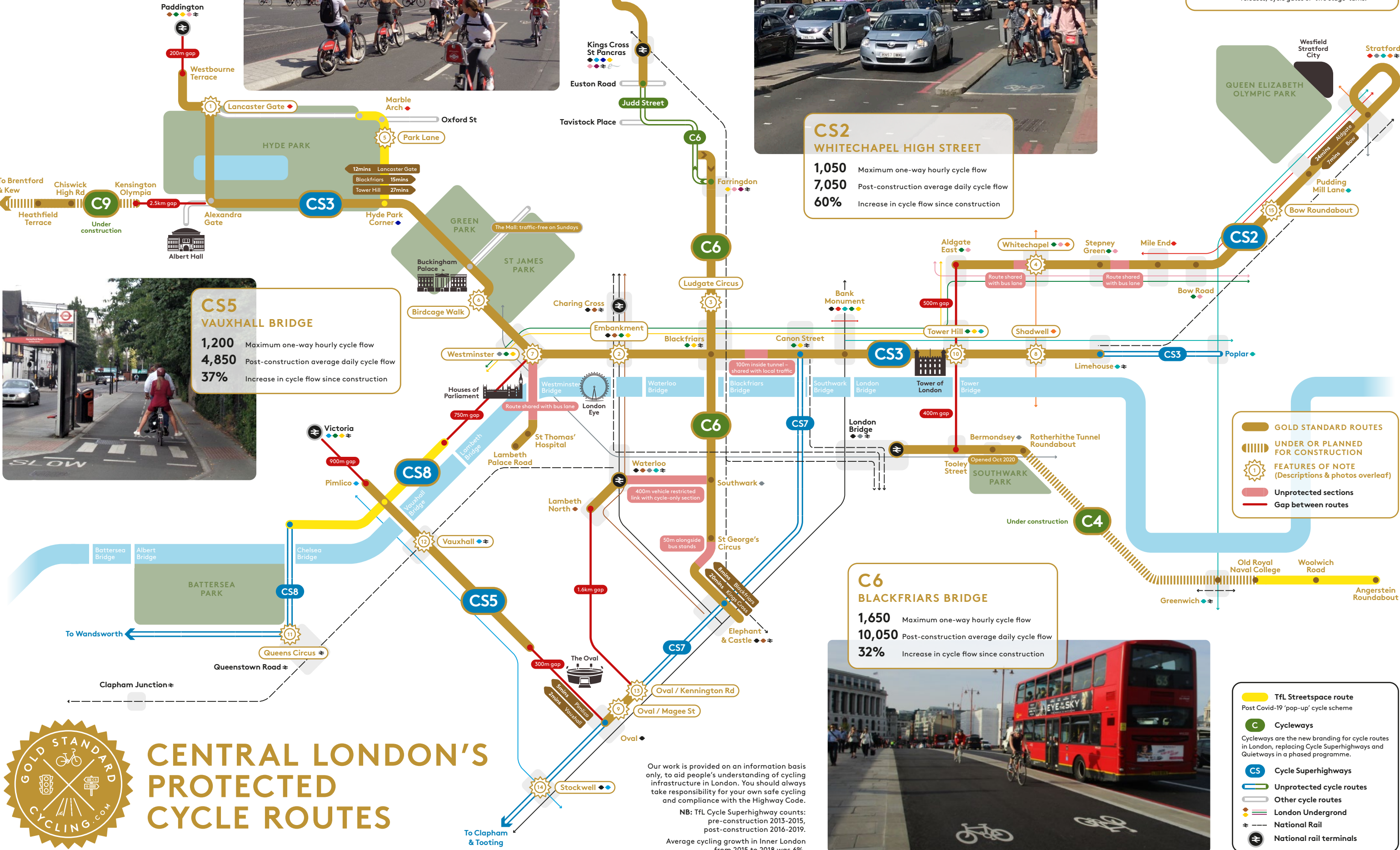


### CS2 WHITECHAPEL HIGH STREET

1,050 Maximum one-way hourly cycle flow  
 7,050 Post-construction average daily cycle flow  
 60% Increase in cycle flow since construction

#### WHAT IS THE GOLD STANDARD?

- Routes are protected from motor traffic using continuous physical segregation (e.g. a kerb or a difference in height).
- Some short sections of 'light segregation' (intermittent vertical features) are included on a case-by-case basis.
- Protected movements are provided at major traffic-light junctions using a variety of techniques e.g. a separate stage for cycle traffic, 'held' turning movements, early releases, cycle gates or 'two stage' turns.



### CS5 VAUXHALL BRIDGE

1,200 Maximum one-way hourly cycle flow  
 4,850 Post-construction average daily cycle flow  
 37% Increase in cycle flow since construction

### C6 BLACKFRIARS BRIDGE

1,650 Maximum one-way hourly cycle flow  
 10,050 Post-construction average daily cycle flow  
 32% Increase in cycle flow since construction



#### LEGEND

- GOLD STANDARD ROUTES:** Solid gold line
- UNDER OR PLANNED FOR CONSTRUCTION:** Dashed gold line
- FEATURES OF NOTE:** Sun icon (Descriptions & photos overleaf)
- Unprotected sections:** Pink shaded area
- Gap between routes:** Red line with 'gap' label

#### ROUTE TYPES

- TfL Streetspace route:** Yellow line (Post Covid-19 'pop-up' cycle scheme)
- Cycleways:** Green line (Cycleways are the new branding for cycle routes in London, replacing Cycle Superhighways and Quietways in a phased programme.)
- Cycle Superhighways:** Blue line
- Unprotected cycle routes:** Light blue line
- Other cycle routes:** Grey line
- London Underground:** Yellow and red line
- National Rail:** Black line with cross-ticks
- National rail terminals:** Circle with cross-ticks



# CENTRAL LONDON'S PROTECTED CYCLE ROUTES

Our work is provided on an information basis only, to aid people's understanding of cycling infrastructure in London. You should always take responsibility for your own safe cycling and compliance with the Highway Code.

NB: TfL Cycle Superhighway counts: pre-construction 2013-2015, post-construction 2016-2019.

Average cycling growth in Inner London from 2015 to 2018 was 6%.



# FEATURES OF NOTE

This map works best if you print pages 1 and 2 at A3 and fold it along the dotted lines to make a little A5 booklet.

**1 Lancaster Gate**

Dedicated single-stage right turn. Runs at same times as a new pedestrian crossing

**2 Embankment**

Cycle track bypasses the traffic lights

**3 Ludgate Circus**

Diagonal crossing provides link between one-way and two-way cycle tracks

**4 Whitechapel**

'Two stage right' gives a protected right turn to cycle traffic in two consecutive stages of the traffic lights

**5 Park Lane**

2-way cycle tracks as part of the TfL Streetspace route

**6 Birdcage Walk**

Light segregation (wands) used to protect cycle route

**7 Westminster**

Two-way tracks provide a protected route through a large roundabout

**8 Shadwell**

Parallel cycle/pedestrian Zebra style crossing at the junction of Sutton Street and Cable Street

**9 Oval / Magee St**

Continuous cycle track and footway over side road

**10 Tower Hill**

2-way cycle track parallel to bus only link road

**11 Queens Circus**

Protected cycle track through signal controlled roundabout

**12 Vauxhall**

General traffic lane through tunnel converted to cycle track, and new cycle track through previously bricked up railway arch.

**13 Oval / Kennington Rd**

'Hold the left' general traffic lane provides protected movement for cycling straight on

**14 Stockwell**

Gyratory returned to two-way junction with protected cycle tracks

**15 Bow Roundabout**

Cycle gate allows cycles through to an advanced area whilst motor traffic is held behind them on a red signal



## GOLD STANDARD CYCLING.COM PRESENTS LONDON'S PROTECTED CYCLE ROUTES

Concept and research: Dermot Hanney (@HanneyDP) & Neil Guthrie (@TransportNeil) • Design: Rich Cousins (@richcousins)  
www.goldstandardcycling.com • Published: January 2021

### LONDON'S PROTECTED CYCLE ROUTES TIMELINES AND COSTS

Route	CS2 Upgrade	CS2 Extension	CS3	CS5	C6	C6 Extension	TfL Streetspace
Aldgate ← CS2 Upgrade → Bow Roundabout	COST: £25M / LENGTH: 4.5km = COST PER KM: £5.5M	Construction started: February 2015 Time to complete: 14 months Opened: April 2016					
Bow Roundabout ← CS2 Extension → Stratford		COST: £5M / LENGTH: 1.5km = COST PER KM: £3.2M					
Lancaster Gate ← CS3 → Tower Hill			COST: £47M / LENGTH: 11.0km = COST PER KM: £4.7M				
Pimlico ← CS5 → Oval				COST: £11M / LENGTH: 1.7km = COST PER KM: £6.2M			
Elephant & Castle ← C6 → Stonecutter Street					COST: £18M / LENGTH: 2.6km = COST PER KM: £6.7M		
Stonecutter Street ← C6 Extension → St Pancras						COST: £11M / LENGTH: 2.4km = COST PER KM: £4.6M	
← TfL Streetspace →							
						COST: £6.8M / LENGTH: 20km = COST PER KM: £0.4M	Construction started: May 2020 Time to complete: Costed to September 2020 Opened: Ongoing

Source: TfL Programmes and Investment Committee July 2020





## MINI HOLLAND SCHEMES

Mini Hollands is a TfL initiative specifically focused on Outer London boroughs with the aim of transforming them into cycling hubs, equipped with high specification Dutch-style facilities.

Measures include protected infrastructure on radial routes, low traffic neighbourhoods in residential areas, town-centre improvements, and large increases in cycle parking and other supporting measures.

The Outer London boroughs have much higher levels of car use than central London, so the Mini Holland schemes are arguably more transferable to the rest of the UK. The programme specifically targets short car journeys that could be cycled easily, and the funding was split between the boroughs of Enfield, Kingston and Waltham Forest.



**↑52%**  
AVERAGE INCREASE  
IN CYCLE FLOW  
FROM 2016  
TO 2018

**C20** Winchmore Hill, Enfield



**↑59%**  
AVERAGE INCREASE  
IN CYCLE FLOW  
FROM 2016  
TO 2018

**C28** Portsmouth Road, Kingston



**C31** New Malden, Kingston



### GOLD STANDARD SCHEMES IN OUTER LONDON

Kingston Mini Holland example - full corridor segregation with no major junction changes  
**£1-1.5**  
MILLION  
PER KM

C23 includes public realm enhancements and multiple major junction treatments  
**£4.25**  
MILLION  
PER KM



**C23** Lea Bridge Road, Waltham Forest



**↑45%**  
AVERAGE INCREASE  
IN CYCLE FLOW  
FROM 2018  
TO 2019

**C23** Whipps Cross, Waltham Forest



# LONDON LANDMARKS BY BIKE



**CS3** Buckingham Palace, Westminster

# COMFORTABLE SPACE FOR ALL ABILITIES & AGES



**CS3** Parliament Square, Westminster



**CS3** Hyde Park, Westminster



**C23** Lea Bridge Road, Waltham Forest



**CS5** Oval, Lambeth

# INCLUSIVE CYCLING - ALL WHEELS WELCOME



**C6** Blackfriars Road  
Photo credit: John Parker/Wheelie for Wellbeing



**C28** Portsmouth Road, Kingston



# STRESS-FREE CYCLING



**C31** Raynes Park - New Malden, Kingston

# A BETTER EXPERIENCE OF LONDON BY BIKE

# RIVERSIDE VIEWS



**CS3** Embankment, Westminster



**CS3** Constitution Hill, Westminster

# TREE-LINED AVENUES

# SPACE TO SOCIALISE



**CS2** Stratford, Newham



**CS3** Embankment, Westminster



**CS8** Grosvenor Road, Westminster