

London Cycle Superhighways

BLG & TFL working to find solutions



Background



TFL believe commuting cyclists already make up a large proportion of the existing traffic in central London, accounting for around a quarter of all traffic in central London and outnumbering all other road users at peak in some key locations

Many of these cyclists choose to do so on roads with no formal cycling facilities or training and are forced to compete with coaches, HGVs and cars for road space



Last year there were 4,623 cycle collisions on London's roads; 14 cyclists were killed and 475 were seriously injured. Pedestrian deaths were 69 for the same period.

The East West and North South Cycle Superhighways look to provide a high quality cycle route segregated from traffic through the heart of London

Design Principles



**TFL are introducing a substantially segregated cycle facility
(cyclists separated from traffic in either space or time through junctions)**

**Wide segregation platform (2.5m+) would be introduced where possible
(assists set down/ pick up, coach activity and loading)**

Ensure connectivity at junctions and Central London Grid routes

Where possible, improvements to pedestrian facilities

Design Principles



- CS2 Route will run between Bow and Whitechapel Rd
- The main difference with this route is it will run both sides of the road
- There is a large concentration of businesses along the route, with approx 60 pubs and bars

Identified Safety Issues



- HSE dictate that brewery deliveries to pubs must be made adjacent to the delivery point to reduce risk
- Container beers can weigh in excess of 120kgs (22 gallons)
- Often the requirement to follow HSE guidelines does not allow loading bays to be used and often puts the deliveries teams in conflict with parking regs, hence our MOU agreements
- To off load a 22g keg safely requires a space of 2 metres from vehicle to the point of rest

Identified Safety Issues



- Every account must be risk assessed prior to the first delivery
- Where a more controlled delivery technique is identified via the risk assessment a skid will be used to control the keg to its resting point
- The space required for this type of delivery technique is approx 3 metres
- Both methods of delivery will require delivery teams to off load into the CSH during the working day

CSH a Shared Space ?



- TFLs Freight team accept that deliveries will need to be made across the CSH
- The safety of cyclists, pedestrians and delivery teams is paramount as businesses need to be serviced throughout the day
- It was clear that businesses that require front door deliveries would need to be serviced by crossing the CSH and Brewery deliveries would need to be off loaded into the cycle lane whilst it was use
- Albion pub example

Freight & Cycling Infrastructure Industry Engagement



Brewery Logistics Group



- TFLs Freight team and representatives from the BLG, BBPA, HSE & FTA held the first of a number of meetings to assess the implications of sharing the CSH and the impact on all stakeholders
- It was agreed that a safe method of sharing the space was required and that a “Code of Practice” should be agreed, the HSE saw this as a positive move in the right direction
- Further meetings have taken place with a draft “Code of Practice” agreed in principle

Next Steps



- TFLs Freight team and representatives from BLG/BBPA to conduct trials at Tradeteams Millmarsh depot
- The CSH will be “mocked up” with a Dray vehicle off loading and staff at the depot supplying their own bikes for the trial
- Signage and communication will be high on the agenda for the trial as well as how a safety barrier can be used during the delivery process (possibly kegs)
- Awareness of all stakeholders safety



Any Questions?

