

# NEWSLETTER

FOR CYCLING PRACTITIONERS



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SUMMER 2007

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Cover photo: Lea Bridge Road, Waltham Forest



Photo 1: Before



Photo 2: After



Photo 3: Before



Photo 4: After



### Existing conditions

- Existing Conditions
- One-way working on Bell Street
- Sub-standard footways
- Bus only contra-flow lane
- Footway build-out pinch points

### Scheme details

- LCDS ref: CCE/B15
- 1.5m Contra-flow Cycle lane
- Segregated cycle path
- Bus stop and lighting column relocation
- Raised pedestrian crossings
- Green surfacing on cycle crossings
- At grade cycle access to toucan crossing
- Traffic Island relocation
- Tailoring the footway widths to pedestrian flows on Bell Road north
- Retaining two-way operation (for local access) on Bell Road south
- Multi modal scheme with benefits for all road users
- Improved cycle access, by means of a contra-flow cycle lane on Bell Road and a signal-controlled cycle crossing at the Bath Road / Lampton Road junction
- Attractive surface materials that guide people at crossings, bus stops and taxi ranks
- A revitalised section of Lampton Road, removing the right turn restriction on buses and creating an attractive pedestrian and bus stop environment

**Left:** Cycle track under construction on Bell Road looking south.

## Scheme profile

# Sussex Way LB Islington

### Description

The scheme is part of Link 106 (LCN route 14), which is a north/south route running between Crouch Hill in the north and York Way in the south via Hornsey Road, Holloway and Tufnell Park. In the Link 106 CRISP report the emergency access gate across Sussex Bridge was cited as a major obstruction to the cycle route. Surface problems and accessibility due to parked cars were also identified as problems and barriers to cycling. After consulting with the fire service it became clear that the bridge was no longer used for emergency access and there were also concerns raised over whether the bridge could support the weight of a fire truck. Conflict between pedestrians and cyclists were also recorded at this point due to the pinch-point. With this in mind LB Islington decided to remove the gate and provide a kerb segregated cycle and pedestrian footpath across the bridge.

Tactile paving was introduced to make the bridge DDA compliant as well as further public realm improvements which would improve the area for residents, pedestrians and cyclists. During the design check process it was decided to add double yellow lines at the junction with Fairbridge Road to deter cars from blocking the access and also introduce fixed bollards. CCTV cameras were used alongside a no motor vehicle sign to further deter unauthorised use of the bridge. The finished scheme has proved popular with local residents and the Islington Cycle Action Group has also expressed their approval. The scheme has removed a key obstruction for cycling along the Link and provided an attractive street environment that benefits local residents and therefore represents best practice in terms of cycle facility design.

Photo 1: Before



Photo 2: After





# Project Delivery Conference July 2007

On the 3rd of July 2007 the LCN+ Project Delivery Conference was held at the New London Architecture Centre. The conference marked the first occasion when representatives from TfL's Road Network Management (RNM) and Road Network Development (RND) teams were invited to attend this annual conference. Representatives from these two teams were seated next to Borough Cycling Officers from the same areas in order to facilitate better communication between the organisations and also share best practice in terms of cycle facility design and implementation. With just over three years to go until the end of the project the conference was aimed at addressing key issues affecting project delivery. The conference also served as a prelude to the programme to completion conference, which will take place towards the end of 2007. It is clear that the main focus of the project is now on implementation to LCDS standards and the shift from scoping to full-scale scheduling and implementation of works.

The conference began with a keynote address by Peter McBride who is the Head of TfL's Walking, Cycling and Accessibility team, which houses the Cycling Programme Team (CPT) and the Cycling

Centre of Excellence (CCE). Peter started his presentation by looking at how much London is expanding as a city and the various issues and challenges that will result from this expansion. He then said that an increase in the level of cycling is one of the main Mayoral targets as stipulated in the London Cycling Action Plan. Following the keynote address the conference Chair Peter Treadgold Head of TfL's CPT announced the project budget up to 2010. £23.7M has been allocated in 2007/08, £30.4M in 2008/09 and £25.6M in 2010/11 across the Borough and TLRN LCN+ programme.

The first session of the morning was concluded by Brad Hamilton who is the LCN+ Project Manager and head of the LCN+ PM team. Brad delivered an overview of the project and then looked in detail at the management of the barriers stipulated in the High Risk Infrastructure Barriers Report issued in January 2007. He informed the delegates of the progress made in developing a barriers tracking form and highlighted some of the strategies that are being used or will be used to overcome the barriers. Among the many issues raised during the presentation the need to have adequate resources in place was

cited as vital to barrier resolution. The barriers remain a key focus of project delivery towards the 2010 deadline and Brad summarised this by saying "Opening up barriers will open up the network".

The second session of the morning was introduced by Nick Chitty who is a Principal Transport Planner within TfL's CPT. The session aimed to look at the project supply chain from the perspective of TfL RND, TfL RNM and the Boroughs. Nick introduced the directives of network rationalisation and Link "Freezing" and gave a strategic overview of project developments, which would impact upon delivery. Defining the network as complete and assuring/protecting the network against the adverse effects of other non-cycling schemes were highlighted for particular attention. These concepts were later discussed in the workshop sessions.

Chris Tudor from the TfL Directorate of Road Network Development (RND) was the first to offer his perspective as part of the supply chain. Chris introduced himself and his team and explained the internal supply chain structure in terms of roles and responsibilities. The role of RND



Left: the speaker's table at the conference.

**Right:** Promotion of cycling presentation



was summarised as involving scheme identification, securing budgets and delivering feasibility studies and preliminary design. Chris concluded his presentation by saying "Hard engineering alone will not meet the challenges of meeting sustainable transport targets." This theme of adapting street layouts to promote modal shifts and improve environmental conditions was raised several times during the course of the conference.

Hugh Richards from the TfL Directorate of Road Network Management (RNM) continued the session by explaining what happens to a scheme when it has been handed over from RND. RNM undertake detailed design, temporary traffic orders, procurement, stakeholder liaison, construction and project close down. Hugh ended his presentation with a warning to "beware of highway supervisors or inspectors who are not cyclists." This point and the issue of training highway inspectors to recognise good and bad conditions for cycling was raised later in the workshop sessions.

Malcolm Harris (LB Bromley Cycling Officer and SE Sector Leader) concluded the morning session with a look at the borough perspective. After detailing the

programme management from TfL and the LCN+ PM team were positive aspects of the project that were appreciated throughout most of the boroughs.

Following lunch the afternoon began with a presentation from John Nicholson on Project TIRA, which stands for the TRL Infrastructure Review Actions. John's presentation highlighted the internal processes and procedures in relation to cycling and concluded with the recommendation to further develop training for TfL and borough staff and complete impact studies on non-cycling infrastructure.

not the overriding issue when it comes to appraisal. Cycle schemes, which result in a degree of saturation approaching 100%, can be considered if the benefits are strong enough. Above all he requested that information provided should show a clear understanding of the needs of other road users. The concept of the "appropriate balance" of a scheme and whether any adverse impacts have been mitigated for were also mentioned as key considerations for Steve's team.

John Lee who is the Senior Technical Advisor for TfL's Cycling Centre of Excellence led the final formal presentation of the day. John presented an update on design guidance with reference to the LCDS (London Cycling Design Standards) and stressed the need to incorporate these suggestions into future scheme design.

A back to basics approach was adopted with the consideration of cycling positions - secondary (about 0.6m from the kerb/well to the left) and primary (centre of lane). Road conditions should dictate these positions and as designers we should try and design for the appropriate riding position. This will affect our consideration of lane widths, pinch-points and ASL access.

Pinch-points are one of the most important design problems, but are generally given inadequate consideration. They should be designed-out at traffic islands and with minimum widths of 4.5-4.0m

**//** As a new cycling officer, I found the conference an excellent opportunity to gather further information regarding the LCN+ future aims and achievements to date. Furthermore the opportunity to meet with other colleagues all working towards the same goal was very positive. **//**

Borough Officer comment from web feedback form.

funding process and the many organisational partners involved Malcolm stressed that in terms of a supply chain "One break in the chain and you don't get very far". He then went on to compare the social climate in two neighbouring boroughs in order to highlight the complexities and idiosyncrasies of working on the LCN+ project within different political situations. In his conclusion Malcolm suggested that the CRISP, variation processes and the project and

The second presentation of the afternoon concerned TfL's Network Assurance Team and their project delivery. Steve Cotton the Head Network Assurance presented an overview of the teams responsibilities and attempted to debunk some myths surrounding their method of accepting or rejecting schemes. Only 1.3% of the 2460 notifications received from August 2005 to June 2007 were rejected outright and Steve was keen to stress that capacity is



**Left:** Delegates during the workshop sessions.

wherever possible, with 4.5m being the desired minimum. Likewise single or nearside lanes on carriageways should also be 4.5-4.0m. A nearside lane width in the range of 3.2m to 3.9m is normally bad for cyclists as it creates uncertainty in the minds of cyclists as to what their correct road position should be and can encourage motorists to overtake when there is inadequate width. A single nearside lane width of less than 3.2m should only be used if speeds are less than 20mph, otherwise cyclists become mobile chicanes. For multi-lane roads where traffic is slow then lane widths of less than 3.0m may encourage a safe primary cycling position (centre of lane). John was also keen to stress that similarly bus lanes between 3.2m and 3.9m should be avoided.

John reiterated the current concern over ASL lead-in lanes and stated that they should not normally be used if there are a high number of left turning vehicles at the junction, but a 'Gate' entry used instead.

LCDS Figure 4.2 should be used as a standard reference when deciding what solutions to use with certain traffic flows. This will help provide appropriate facilities.

Tiger crossings are not authorised by the DfT, but shared-use paths to either side of Zebra crossings can allow a situation which has many of the Tigers' benefits. In this case cycling over a Zebra crossing is not illegal, but cyclists do not have priority. Please contact TfL CCE , (0207 027 9310 ) if you have any trial sites for this facility.

The afternoon session began with a short presentation by TfL's Elizabeth Claridge on the promotion of cycling. The presentation offered an insight into why certain people chose to cycle and others are deterred. According to the latest research 40% of London's cyclist traffic is female which is a radical departure from the assumed public perception of cyclists being predominantly made up of male "urban warriors". Many delegates expressed their enthusiasm for the latest TfL advertising campaign, which was shown at the conclusion of the presentation alongside an inspirational Tour de France video. Elizabeth concluded her presentation with a quote from the Times newspapers Style Magazine, "Cycling - it's chic".

The workshop sessions were lively and illuminating. The eleven pages of notes distributed towards the end of July were testament to the power of brainstorming project issues with a room comprised solely of the people who deliver the project. It is hoped that these notes will help inform strategy on the two subjects covered by the workshops. The first workshop session covered network implementation and assurance with

many delegates offering practical suggestions to colleagues on how to build cycling facilities as part of other schemes or budgets. With only three and a half years to go until the project concludes it is important that systems are put in place immediately to help ensure the long-term viability of the network.

The second workshop session covered the unblocking of the high risk infrastructure barriers. Delegates were very clear on what mechanisms to use and what organisations to involve in resolving the barriers but the question of what role a "Barriers Champion" might perform brought out a much more varied response. With work on a lot of the barriers already underway it was particularly useful for those delegates who are about to start barrier works to learn from the strategic and practical ideas of other delegates currently engaged in this vital project delivery element.

In summarising the conference Peter Treadgold thanked the delegates for attending and for all their contributions throughout the day. The Q & A and workshop sessions were enlightening and productive and it is hoped that more time can be spent on these two components at the next conference. Following the conference Peter issued a Chair's Summary with a number of observations from the day and suggested future actions. Peter's summary is available from the LCN+ PM team upon request.

Thank you to all those who filled in the online conference feedback form. We received 20 responses in total and of those responses the majority were very positive. The workshop sessions were the only aspect of the day to receive any negative comments. We plan to improve this aspect for the next conference.

#### **Forthcoming Event:**

The next LCN+ supply chain event is planned to be the launch of the "Programme to Completion" and will take place in late November 2007. This will give the opportunity for the TfL and Borough Supply Chain to jointly commit to project delivery.

For any further information on the conference please contact:  
**brian.deegan@camden.gov.uk**

## LCN+ partnership interview

The LCN+ Partnership is based on the mutual respect, trusted leadership and shared vision of all the organisations involved.

The LCN+ partnership spans thirty three different boroughs each with their own physical characteristics and social climates and yet all the partners are united in their enthusiasm and belief that London can be a city where cycling can flourish. Local government, central government, non-government organisations, private companies and cycling activists have all found a way to work together in a cohesive professional

way to achieve this aim. The LCN+ partnership stands as a model for progressive and effective project management and the high levels of interaction and communication between the partners has led to the project's success and worldwide recognition. This is the latest in a series of interviews with key members of the major LCN+ partnership organisations.

## LCN+ Project Management team

The LCN+ Project Management team form part of Camden Consultancy Service, which is located within the Culture and Environment Directorate of the London Borough of Camden. The team is located in Camden town and complete the day to day monitoring and management of the LCN+ as well as offering design guidance and support to the thirty three London boroughs engaged in the project. The team work exclusively on the LCN+ project and have been set up with the sole purpose of project managing the delivery of the LCN+.

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The logo for the Scheme Information Management System (SIMS), featuring the letters 'SIMS' in a bold, italicized, green font.

### SCHEME INFORMATION MANAGEMENT SYSTEM

The Scheme Information Management System (SIMS) houses all LCN+ scheme information for the borough programme in one database and was developed by the LCN+ PM team in 2006/07.

The main process area of the system contains detailed financial figures which can be viewed and updated alongside scheme descriptions and design check/audit information. From this one page it is possible to navigate via the various tabs and boxes through all the key project management functions provided by the project management team in relation to the borough programme.

A logo at the bottom right of the page that reads 'SIMS DEVELOPED BY LCN+' in a green, stylized font.

# Brad Hamilton LCN+ Project Manager

### What is your organisations role in the LCN+ partnership?

We are the lead borough for the LCN+ and project manage the delivery of the LCN+ borough programme. This is however a fairly unique position in that most other borough programmes report directly to TfL Borough Partnerships. In this respect we represent a kind of buffer between the boroughs TfL.

Our role has changed significantly since we became the lead borough for the LCN+ in 2002/03 but it can be split into three categories; (1) our role as lead borough, (2) our role as consultant for TfL and (3) our role as a Project Management team. Over the past five years the focus and interplay of these three roles has changed significantly. In 2002/03 our role as lead borough was the most prominent as we sought to collate borough information and present it to TfL on the boroughs behalf to gain extra funding whilst promoting the skills and professionalism of the borough cycling officers. As the project grew our focus shifted towards providing more project management services and support to the boroughs in terms of encouraging growth and becoming actively involved in CRISPs, scheme development and implementation strategies. The level of support and professionalism we offered the boroughs as part of this project management service meant we were in the unique position of having a positive working relationship with most of the London boroughs. This understanding of different borough working relations is what enables my team to function properly and therefore aid delivery of the project. Over the past year or so we have been increasingly utilised by TfL to provide in depth reporting and analysis on the project such as the Barriers Report, Network Review and the pending Programme to Completion. As we have spent the last five years collecting huge amounts of project related data we are in a position to offer strategic feedback to our

partners and with the reporting skills and expertise we have in our team this has proven to be an enjoyable and challenging new role. Further to these three main categories we also function as a technical marketing team with the newsletter in particular promoting officer expertise and best practice in terms of cycle facility design. The annual borough officer conference and LCN+ website are further examples of project promotion and illustrate further the many different skills our team must possess in order to meet the demands of all our project partners.

### What are your organisations views on the political and social climate towards cycling in London?

Although officially we have a politically neutral stance we are none the less delighted with the increasing attention cycling is receiving in society whether as part of the "Green Agenda" or in the upsurge in cycling numbers. This change is particularly apparent in central London, where our organisation is based. Another key indicator is the growth of the LCN+ budget. This is a clear indication of the support from TfL towards the growth of cycling in London. We are part of the London Borough of Camden and as such are bound by the "Camden Ways of Working" and also their many political and social strategies. We are also a Project Management team whose remit forces us to engage with other boroughs with very different social and political climates. Political activity is inherent in our activities as all borough schemes have to attain members approval at consultation stage. In order to help the project progress we have to engage in this activity whether we are reporting on High Risk Barriers or writing to individual councillors on behalf of our partners. My organisation is committed to and supportive of the key strategic documents that determine the scope as well as the aims of the project. Objective one of the London Cycling



Above: Brad Hamilton, LCN+ Project Manager

Action Plan for example is still our goal and although we are not directly responsible for its delivery, as an organisation we are committed to working with our project partners to help achieve this.

### What are your organisations main aims?

The specific aims of the LCN+ PM team with regard to managing the delivery of the LCN+ project are to provide effective project management for the delivery of the LCN+, communicate effectively with clients and all stakeholders, nurture and develop the partnership arrangements, manage and seek to improve the quality of all project deliverables. The aims are reflected throughout the culture, values and day-to-day activities of the LCN+ PM team.

### What are your organisations main objectives?

Our main objectives are to, monitor financial and scheme information, deliver the Partnership Funding Proposal, deliver the Annual Report, process scheme variations, facilitate the CRISP process, deliver ad hoc partnership requests relating to financial and GIS information, undertake design checks and deliver promotional activities such as the workshops, website, newsletter and other project conferences.

We have also completed the investigation of the high-risk infrastructure barriers and instigated a barrier resolution strategy as well as successfully launching our Scheme Information

// At all stages our approach is to ask the borough officers what help they need to deliver the network and then provide it. //

“ I continue to be fascinated by the various personalities who make up London’s cycling fraternity. Their wealth of local and personal experience has been invaluable to me as a newcomer to London. ”

Management System (SIMS) which houses all our scheme and financial information in one database.

#### **What is your personal experience of cycling or cyclists in London?**

I remember turning up to my first CRIM and seeing a stakeholder on a recumbent bicycle. This was my first introduction to cycling in London and I continue to be fascinated by the various personalities who make up London’s cycling fraternity. Their wealth of local and personal experience has been invaluable to me as a newcomer to London. I find cycle activists particularly interesting especially given my traditional engineering background in Australia. Hearing the different perspectives and developing solutions together via the CRISP process and then seeing these recommendations implemented has been very rewarding. In particular, I have followed the progress of the Harrow Lodge Park path in Havering and the Hounslow Town Centre scheme from the start to completion. I have always enjoyed getting out of the office and cycling parts of the network and the CRISP process has enabled me to visit parts of London I might never have seen otherwise. The impact our project is having on changing the face of London’s streets is something I am very proud to be a part of from a personal and professional perspective.

#### **What are your organisations long term strategy plans?**

The LCN+ PM team is a short-term arrangement due to end when the network is placed under complete borough/TfL control. Although this is the plan I do not foresee there being a grinding halt to the project in 2010. The network will need to be improved and maintained and certain barriers may still need to be resolved. A strategic cycle network needs to be enhanced past 2010 in order to promote modal shift and so I feel an organisation with

the skills and knowledge to work across all London Boroughs to help implement cycle facilities will be needed. It is hard at this stage to think beyond 2010 as we are so focussed on the network delivery date and as such we have no long term strategy plans but we pride ourselves on our flexibility and we are ready for new challenges and work-streams.

#### **What is your experience of interaction with other partnership members?**

Our experience of partnership interaction has been very positive. In fact there is a good feeling about the project in general and this is reflected in the commitment we see from the borough officers and other project partners. There has however been some variance at a senior level in some of the boroughs. The LCN+ PM team tends to adopt the facilitator role in most partnership interactions and this is most evident as part of the CRISP process. Through the CRIM and the draft review meetings we address partnership issues on a Link by Link basis. In this way partnership concerns are reflected through the scheme process from inception. A strong case needs to be made as part of the CRISP process for the non-acceptance of any recommendation and as facilitators this is one of our primary concerns when evaluating the reports. Our relationship with the boroughs has improved dramatically over the years from initial reluctance that we were adding another layer of red tape to general acceptance that we offer good support and guidance and represent each and every borough fairly. The work we have done in the past year on the funding proposal and the new SIMS system are examples of how we try to reduce time spent doing administration and increase the efficiency of our financial monitoring. We have a reputation amongst all BSP programmes as having the closest and most co-operative relationship with our borough officers and this has certainly been represented in the growth of the

project. At all stages our approach is to ask the borough officers what help they need to deliver the network and then provide it. Outside of the boroughs we have made excellent progress over the past two years to establish firm relationships with the TfL Area teams. Both RND and RNM have offered input into the Barriers Tracker form and provided us with vital asset information as part of the quarterly Senior Responsible Officer meetings. This relationship was also in evidence at the recent LCN+ Project Delivery Conference where many representatives from the Area teams worked in unison with the borough cycling officers to look at key issues effecting project delivery. Our interaction with Sustrans, CTC and LCC usually comes via the LCN+ Steering Group at a strategic level and via BCOG, Sector Meetings and CRISP meetings on a more direct scheme progress level. Finally we interact with TfL and CCE on a daily basis and work very closely with them to meet their project objectives and deliverables. As we enter the final few years of the project we are committed to maintaining the support of all the partners in order to meet the demands of a rapidly expanding implementation programme.

#### **What are your views on barriers to cycling in London and what role does your organisation play in overcoming them?**

It is important when looking at barriers to cycling in London to split them into three types. This helps avoid confusion and also helps to differentiate between the different approaches that should be used to resolve them. The three types, which have been identified, are political, resource and infrastructure barriers. The mechanism for resolving the infrastructure barriers is well known and in many respects the mechanism for their resolution is in place. This is not to underestimate the enormity of the task and the need for thorough planning over multiple years if necessary. The

point is that we know where they are and to an extent what it requires to resolve them. The other two barrier types however could prove more difficult to resolve and have potentially more defined effects on the completion of the network. Resource issues have been a focus for our project management sector teams over the past two years but it is still the case that some borough officers have large sections of network to complete and yet are operating solely within their organisation. We have targeted certain boroughs and mitigated

this process as much as possible but it still remains a concern. The London wide shortage of skilled traffic and transport planners is also contributing to this issue. As the profile of cycling and cycling infrastructure delivery continues to rise it is hoped that the project can attract increased interest from the traffic and transport planning community. The political barrier type is one of the hardest to resolve as we have only minimal influence over it. We have made contact with the senior management at many boroughs and given

advice about how to manage large budgets and programmes efficiently but as a project we are still reliant upon good will. As a project management team we need to stay focussed on promoting the good work of the boroughs rather than criticising a lack of delivery. As with all our project management services we endeavour to facilitate and assure quality and standards are maintained in the resolution of the infrastructure barriers and we look forward to working closely with all the partners to achieve this.

Below: Some examples of the LCN+ PM team's activities.



# London Walking and Cycling Conference

On the 10th May 2007 The London Walking and Cycling Conference was held in Marble Arch and attracted a large selection of delegates currently working on walking and cycling schemes or engaged in promotional activities. The conference offered a wide perspective of the impact of cycling on health, safety and community cohesion. We have summarised some key points from the speeches below, as these may prove useful for your own promotional activities and stakeholder liaison. Of more direct interest is the summary of TfL's new Network Management Plans (NMP). The methodology involved in this process is useful in terms of passing schemes through Network Assurance and adopting a more multi-modal approach to scheme implementation.

## Network Management Plans

David Brown the Managing Director for Surface Transport at TfL delivered a

presentation entitled Network Management Plans - "Streets of the future" in which he detailed the strategic background from which these new studies emerged and also gave a guide to the predicted outcomes. By 2025 it is predicted that the population of London will increase by 800,000. This will amount to an extra four million trips per day and it is clear that the current road network will not be able to cope. With this in mind TfL have been re-evaluating the role of the street in the community and the NMP process is viewed as part of this. It is also hoped that the NMP process will allow TfL to comply with the implications of the Traffic Management Act of 2004 in terms of the equitable allocation of road space. TfL want to incorporate performance assessment, active net benefits, the minimising of disruption and better working with stakeholders into this process as part of a strategic framework which will consid-

er the needs of all road users. At present the plan is to review the entire network over the next five years.

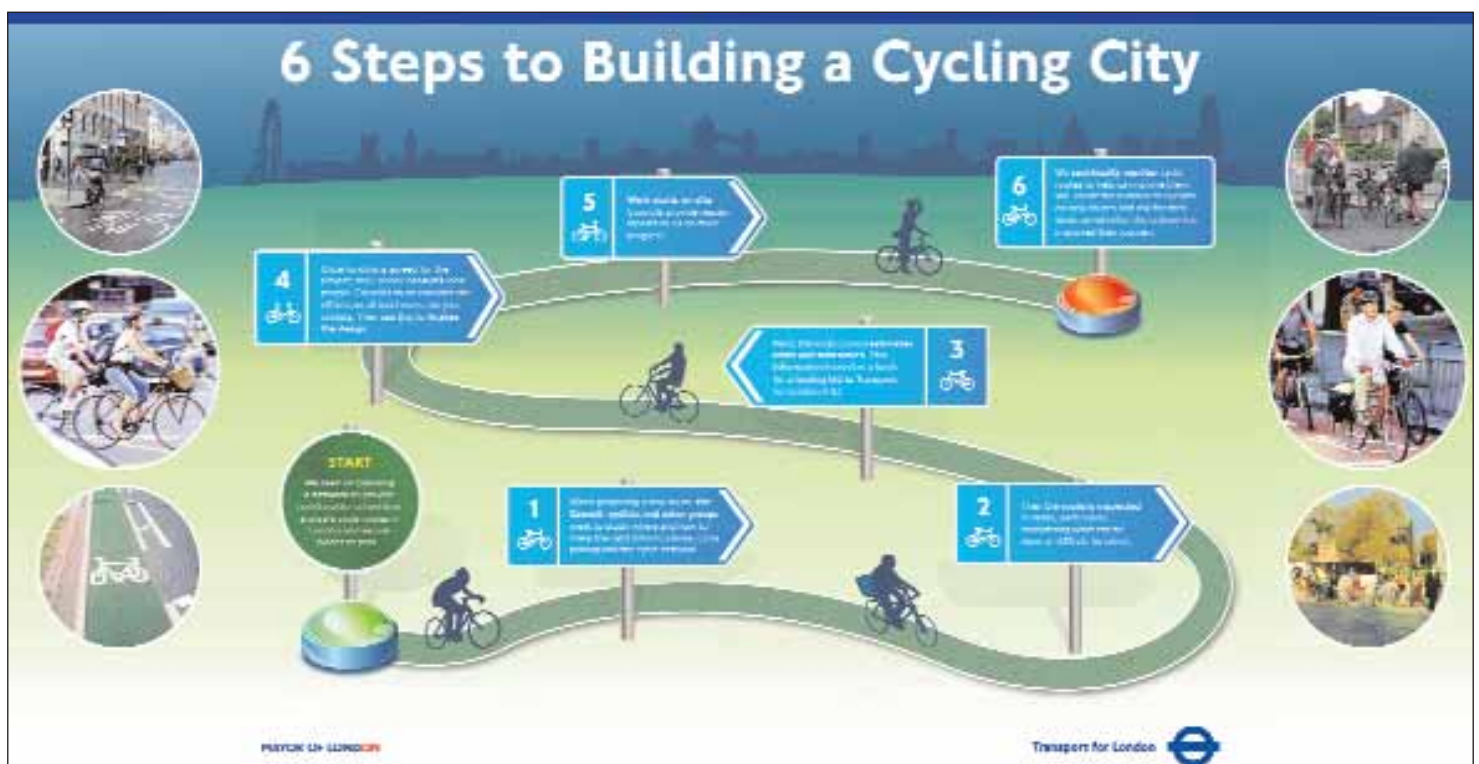
As a practical example of the implications of the process David referred to the existing conditions outside Victoria Station where six thousand pedestrians pass by every hour. Junction crossing points are wide from kerb to kerb and motor vehicles given priority. The street should be rebalanced towards people and away from motor vehicles here. This change in approach to planning is fundamental to the process which aims to move from a modal based methodology to a multi-modal one, from a programme spend based outlook to a performance based outlook, from local scheme planning to corridor plans, from potential conflict between modes to a holistic assurance through performance objectives, from non TMA compliance to full TMA compliance and finally from good value to better value.

TfL currently have 5 pilot NMP's running which will pass through scoping, development, detailed design, implementation, review and maintenance stages. It is determined that the evaluation framework will be a measured one in that it will consider all modes, safety and performance and accessibility indicators.

**Promotional key-point summary:**

- Lack of physical activity costs the economy £8.2 Billion a year.
- In the last 4 weeks 3.1 million people cycled nationally.
- 30% of people want to reduce car use nationally.
- TfL conducted an outer London suburban centres survey in Eltham, Harrow and Hounslow and found that for every £10 that went into retailers tills only £2 came from car users.
- The ambulance service has admitted and acknowledged that it is a fallacy that speed calming or 20mph zones adversely affect them.

Below: TfL promotional poster displayed at the conference.



# Hounslow Station

This article was prepared by **Bob Castelijm** at Mayer Brown and authorised by **Chris Calvi-Freeman** Director of Transport & Borough Cycling Officer for Hounslow.

The LCN+ Barrier programme focuses on the most complicated problems on the Network. Many of the schemes involve numerous agencies and stakeholders, and this sometimes triggers the need for a more comprehensive scheme benefiting a wider range of transport users, in addition to cyclists. This article describes a Barriers scheme currently being developed in the Hounslow Station area, as a good example of this process.

### Barrier Location: Whitton Road Bridge, Hounslow Station

Access to Hounslow Station is difficult for both cyclists and pedestrians, due to a bottleneck at the B361 Whitton Road railway bridge. When two buses pass each other, the narrow 5m carriageway often causes cyclists and buses to mount the footway. However, the footway is less than 1m wide on the east side, making it virtually unusable (see photo 1 below).

The bridge is used by many primary school children (usually accompanied), walking between Station Road and Maswell Park Road on the west side of the bridge, and using the 1m wide stairs located to the south of the railway line. Pedestrians crossing B361 Whitton Road to access the station are also hampered by large numbers of vehicles turning right (presumably rat running) towards Station Road.

### Options for Tackling the Barrier

A CRISP feasibility study carried out in 2005 for LCN+ Link 102 identified three options for dealing with this bottleneck: (i) a new shared-use foot and cycle bridge; (ii) signal-controlled single file traffic operation; (iii) traffic calming measures. The first option was favoured, with an initial cost allocation of £0.5M, and design work began in 2006.

However, the design of the scheme - now well advanced - has highlighted issues which were not, and could not have been, identified during the CRISP process, due to the multi-agency nature of the scheme.

### Scheme Objectives

Network Rail has been the most important project stakeholder in the scheme design process, along with their tenant South West Trains who are responsible for the operation of the station building and train services. The project team agreed that the scheme offered an opportunity to achieve several different objectives, including:

- Creating an attractive environment and gateway to Hounslow, (including conservation and enhancement of the original station building);
- Improving the bus/rail interchange;
- Improving pedestrian access, including safer routes to school;
- Providing a fully accessible station, which met the requirements of the DDA;
- Improving the station car park; and, of course;
- Improving cycle access - both along the B361 and into the station.

### Initial Design Options

Three bridge design options were initially developed for this location:

1. Cantilever foot and cycle bridges, on either side of the existing bridge;
2. A single new foot and cycle bridge on the east side of the existing bridge;
3. Complete widening of the existing bridge.

LB Hounslow did not favour Option 1 due to limited benefits for cyclists and pedestrians; similarly Option 2 was not favoured due to the need for formal crossing points on both north and southbound approaches to the structure which

Photo 1



Photo 2



**Far Left:** Substandard pavement width with damaged guard rail.

**Left:** Pedestrians crossing with no provision.

The barriers report can be found in the cycling publications section of TfL's website: [www.tfl.gov.uk](http://www.tfl.gov.uk)

would delay traffic and limit the potential for using the free-standing structure. Complicated land ownership issues were a further reason for preferring Option 3, provided all of the project team supported this approach.

The outline design of Option 3 was sent to Network Rail and LB Hounslow's in-house structural engineers for comment. Initial estimates suggested that the cost for the bridge would be in the order of £2m-£3m - well in excess of the original CRISP estimate of £0.5m. It was recognised that the bridge would serve more than cyclists' interests, and LB Hounslow officers suggested that further funding sources should be identified, namely the London Bus Priority Network (LBPN), Local Safety Schemes (LSS), School Travel Plans, Walking and TfL Area Based Schemes.

### Project Stakeholder Engagement

The negotiation process started as soon as all parties supported bridge reconstruction. Reconstruction would involve demolition of the western extension to the main station building, and for this a number of agreements were needed Network Rail, the LB Hounslow and South West Trains regarding land ownership and use. LB Hounslow's Head of Transport has personally been involved in the negotiations and design process throughout.

In the outline design, various solutions had to be considered to minimise the Station Road rat running problem in order to provide the best locations for a pedestrian crossing and the bus stops. Preliminary traffic flow analysis revealed that a solution allowing northbound drivers to turn left into Station Road would fully address both the pedestrian desire line and the rat running problem. The final strength of the proposal was that the station would become fully DDA-compliant with non-obtrusive ramps on the desire lines, on both sides of the station.

One of the key issues proved to be the ownership of land and the bridge. South West Trains accepted the loss of the western extension to the station but wanted to upgrade the original building and demolish an eastern extension, as well returning the building to its original form. A Station Options Report was produced which resulted in the Hounslow Gateway Proposal (shown right), an overall bid of £3.35m.

### Current Project Status

As soon as negotiations have been finalised, the clearance process will begin, starting with the formal submission of outline design proposals to Network Rail for authorisation and subsequent progression into detailed design. Meanwhile, LB Hounslow will continue to pursue its bidding opportunities, building on the constructive problem-solving attitude that has developed amongst all parties, to achieve a scheme that will convert a pinch-point into an impressive Hounslow Gateway.

The LCN+ can help to bring multiple benefits, in addition to an improved cycle network. The multi-agency approach is successful because all parties appreciate the project worth, and lend their efforts to make the project a success. It is anticipated that construction will begin in 2008/09 and ultimately deliver the following benefits:



1. The project will uplift the station area into the Hounslow Gateway;
2. A full DDA-compliant station will be achieved, with the building restored to its original historic design;
3. Convenient and direct pedestrian routes on all desire lines, with ramps carefully integrated within existing embankments;
4. A safer school route between Station Road and Maswell Park Road;
5. Safer two-way bus operation along the 281 priority service, and an improved bus-rail interchange;
6. The railway bridge converted from a bottleneck on LCN+ Link 102 into a full standard cycle route design;
7. A new station car park laid out to full current standard.

The Hounslow Gateway project illustrates that 4 years is typically needed on barrier schemes from feasibility design to construction of which 2 years for design and official multi-agency clearance and 2 years for construction.

# Advanced Stop Lines

Are you up to date with the latest ASL thinking, practice and enforcement? There are a number of changing issues, practices and procedures that will probably need your actions:

- ASL depth should now normally be 5m to allow for more cycling capacity and to improve the visibility of cyclists from HGVs. (Present TSRGD requirement is 4.0 to 5.0m).
- 'Gates' may be a better design solution than lead-in lanes where there are high left-turn lanes (and central feeder lanes are not an appropriate solution). This may allow and encourage cyclists to adopt a central (primary) lane position, so avoiding being cut-up by left-turners. A 'Gate' is a 45degree marking to Diag 1009, 1m wide, normally to the left of the nearside vehicle lane, to allow legal access and enforcement of ASLs. See LCDS page 177 CCE/B5 for detail.
- Continuity of cycle facilities provision is important, as long as this does not cause other problems. Some lead-in lanes may encourage poor cycling positioning and encourage under-taking. This should be considered at all junctions. Omitting a cycle lane for 10-20m on the approach to an ASL may be a better option in some problem locations. Cycle symbols (diagram 1057 markings) one third of the way across the nearside lane 'leading' to a nearside ASL 'gate' may be preferable.
- Beware of two left-turn lanes at junctions and try and design them out. If

**Right:** ASL boxes on Link 27 in Camden

this is not possible then a cycle crossing, possibly a Toucan, may need to be provided to enable safer right turns for cyclists.

- 'Gates' to ASLs all need site authorisation by DfT, or a blanket authorisation for all 'gates' in the Highway Authority area from DfT. Contact your Regulations officer or DfT contact on this. TfL is trying to obtain blanket authority for all 'gate' entries to ASLs on the TLRN. They are also trying to get authorisation for 'gates' in London Boroughs, but Boroughs may have to apply separately for these. Peter Carroll at TfL is dealing with DfT and we understand that DfT may contact the London Boroughs to determine whether they wish to have a 'gate' blanket approval.

- Where ASLs currently have no lead-in lane then 'gates' (or other lead-in lanes) should be provided. These 'gates' will also need site authorisation until blanket authority is obtained. Any other variations from the standard DfT (TSRGD Diagram 1001.2) layout need DfT site authorisation. Rectifying existing ASL deficiencies is a TSRGD requirement.

A change in legislation via the London Authorities Bill is 'on the cards' which would make ASLs easier to enforce if they are legally correct, i.e conform to the standard layout or have site or blanket authorisation for variations.



## TfL CRISP study review

In June 2007 TfL issued a response to a review of a sample of Final CRISP Reports for compliance with the CRISP brief. The full response is available in the cycling publications section of the TfL website and will be of use to all those who commission CRISP studies or are interested in the process. On the whole the report found that the best CRISP reports are the ones that accurately follow the brief. Most of the review findings were positive and re-affirm the value of the CRISP process but there were some matters identified that should be addressed in future reports.

The full review and response can be found at the cycling publications section of the TfL website: [www.tfl.gov.uk](http://www.tfl.gov.uk)

### In summary the response actions are:

- Adhere to the requirements of the CRISP brief and take account of matters raised in paragraphs 4.26 - 4.31 in the review, in the preparation of drawings.
- Ensure that relevant stakeholder input is captured, concisely recorded and reflected in the CRISP process and report.
- Schedule of minor matters in each Section/Element of the Link identified during Stage 1 and 2 that are not included elsewhere in the report should be recorded in Appendix D of the CRISP Report (in accordance with Annex 1 of the CRISP Brief)
- Where relevant alignment suggestions are considered and not accepted, reasons should be recorded in the CRISP report.
- TfL to issue guidance and clarification on 'alternative' routes.
- Commissioning authorities to require and monitor quality in document preparation.

## The CRIM experience

# Consultants

During recent issues, we have sought out a number of stakeholders to discover their opinions on the CRISP process, seeking their viewpoints on what was good, what could be improved and, most importantly, how could it be used to improve facilities for cyclists.

The response has proved overwhelmingly the importance of having a variety of groups represented in order to provide a balanced outlook. Borough Officers have enjoyed working closely with their local cycling groups at an early stage, the cyclists have valued having their opinions heard before ideas become implemented schemes and our Bus Priority CRIM invitees expressed the view that by working together we can benefit all road users.

One other matter that all were agreed on was the role of the consultant in the whole process. A good consultant will lead from the front by having fully researched the area, liaised well with all stakeholder groups and provide engineering knowledge and expertise, particularly on the day of the CRIM. We asked some of those who have been heavily involved in CRISP studies for their thoughts on the benefits of the process.

Mark Powers, of JMP Consulting, has been involved in 15 CRISP studies, ranging from piloting the Green CRISP methodology, for the cycling on Greenways programme, to route studies on the TLRN. He recognises that his role in the process requires him to be "impartial, technically competent, aware of the bigger picture - from design through implementation whilst working well with stakeholders and fully considering their concerns". This summed up earlier feedback from cycling groups who had opined that their entire CRISP experience could depend on whether they felt that the consultant was listening to them or ignoring their views.

Stakeholder liaison is the main reason for CRISP studies producing scheme ideas that are suitable to all users however; perhaps unsurprisingly when differing viewpoints come together, it was also highlighted as one of the stumbling blocks.

The involvement of so many different groups brings with it differing opinions on what the right solution is. Project Centre's Nathan Parrish has worked on a number of CRISPs and told us that, "Sometimes stakeholders have varied views or are blinkered in their thoughts,

so I think it is important during the CRIM to keep questioning the group as a whole to ensure that a consensus is reached." Andy Blanchard, of Faber Maunsell, stated that one of the most difficult parts of his role was trying to reach a consensus as it can often "result in the consultant being caught in the middle of a political battle of wills"

Andy describes it as "a good process in terms of generating and presenting ideas, and critically getting early stakeholder involvement", however warns that "resourcing (a lack of project managers on the client side) and funding availability (to a lesser extent) still present major challenges to boroughs". This highlights the need for the Borough Officer to have as much input and communication with their consultant as early as possible, providing them with all the information they need in order to produce a programme that can be implemented in time.

### Further Info:

The CRISP Brief, supplementary guidance and master schedule can be found at:

[www.londoncyclenetwork.org.uk](http://www.londoncyclenetwork.org.uk)



Left: Mark Powers (on the right of the photo) from JMP consultants discusses strategy options with CRIM stakeholders

## Case study

# Removal of cycle barriers LB Lewisham

In order to facilitate the safe and continuous movement of cyclists along Links 141 and 143 LB Lewisham have removed three key cycle barriers. The barriers provided obstructions on the Links and also reduced permeability on to the Links for cyclists. On Eddystone Bridge cycle barriers were removed and a two metre wide segregated cycle path was provided with anti-skid surfacing alongside a two metre wide footway. The bridge is above railway lines and poor drainage and surface materials meant that the surface was prone to icy conditions during winter. Care was taken during the design to keep the cycle facility the same width as the footpath in order to ensure that pedestrians have no incentive to use the cycle path. Feedback from stakeholders has been extremely positive and encouraging. Local councillors have also been very positive about the scheme as they requested the removal of all the barriers. A CCTV column has also been installed as part of the scheme as before the barrier removal there were reports of cyclists being robbed as they negotiated them. The improved social safety has also provided benefits for the pedestrians. The bridge represents a significant shortcut for cyclists heading between Brockley and Southwark and so the improvements have opened up and improved this vital section of the Link.



Above: Eddystone Bridge segregated cycle path. Below: Brookmill Park

Two other barrier removal schemes have also been completed in Lewisham at Sevenoaks Road and Brookmill Park. In Sevenoaks Road a shared path through a road closure was blocked by two overlapping railings and had no drop kerbs and in Brookmill Park barriers and metal grids impeded a segregated cycle path. Bollards and drop kerbs were installed to improve access to the Sevenoaks

Road shared path, and tactile paving was introduced and the barriers removed at the entrances to Brookmill Park. This kind of focussed approach to removing dismount points and obstructions can have a significant effect on the attractiveness of routes for cyclists and should be considered as a high priority when improving cycling facilities along Links of this type.

Photo 1: Before



Photo 2: After



“ I received positive feedback from a disabled boy with a tricycle who is now able to use the cycle route through the park. ”

Carole Crankshaw - Borough Cycling Officer, LB Lewisham

# See and be seen

'See and Be Seen Around HGVs' was a two-day demonstration put on by the Metropolitan Police. There were two simple aims; to educate cyclists about lorries and to educate HGV drivers to take note of the views of cyclists who visited the event held in Trafalgar Square.

Two freight industry operators - Birds Transport & PF Whiteheads - kindly loaned lorries with drivers for the event. The two HGVs were set up in the Square and a team of enthusiastic members of the Met's Commercial Vehicle Education Unit [which is funded by TfL] were on hand to provide one-to-one demonstrations. They showed cyclists exactly what a lorry driver sees from the cab. The lack of vision around the sides was not surprising but one thing that stood out was that a cyclist sitting at an Advanced Stop Line [ASL] is unlikely to be seen by many lorry drivers.

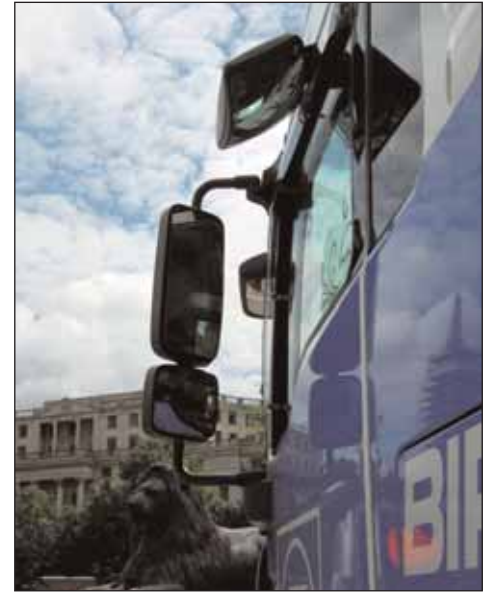
To overcome this, the advice to cyclists is to "...communicate with drivers..." ; move to the front of the ASL, look back to try and make eye contact and even to wave at the driver to get attention if need be.

The Officer pointed out that the cyclists' responsibility is to themselves, however

measures are being taken to improve matters. All new lorries are fitted with additional mirrors that "...see cyclists where they previously would not have...". The demo showed the difference that these mirrors will make as they offer enhanced driver visibility

directly below the nearside window. However, even with legislation, it will take time for every lorry to be fitted with these mirrors. So the message in the meantime is to take no chances and ensure that you - as the cyclist - are in control of your visibility.

**Below left:** A cyclist examining HGV blind spots.  
**Below Right:** Additional HGV mirrors.



## Traffic data maps now available

The Performance and Research Team within London Streets holds a wealth of traffic data, which is now available to all TfL staff and London boroughs via [www.londonstreetworks.net](http://www.londonstreetworks.net). Visit the site to view thematic maps of each borough showing average delay on 'network of interest' links for the morning, daytime and evening peak periods. Also, to complement the maps, contained within each section is a table showing for each borough the overall average speed and delay weighted by vehicle flow on the network of interest links.

Traffic notes summarising and analysing traffic related data can also be found in this section. The reports currently available on the site show traffic levels in Greater London from 1993 to 2005, TfL Cordon and Screenline Surveys from 1971 to 2005, ITIS Speed Survey Data, a preliminary analysis of delays across the whole of London for weekdays, Saturdays and Sundays with the results separated into time periods and plotted onto map bases, total vehicle delay data in London, TLRN Customer Satisfaction Survey, and an update on a parking supply study.

To view all this material, please visit ' TfL Traffic Data' in the Library section of the site.

The Traffic Data Team in Road Network Performance and Research can also provide actual traffic counts, maps, cycle counts, and average speed and delay statistics weighted by vehicle flow for specified routes or areas.

**Please contact them at:**  
[trafficdata@tfl.gov.uk](mailto:trafficdata@tfl.gov.uk) or 0207 027 9343.

## LCDS training



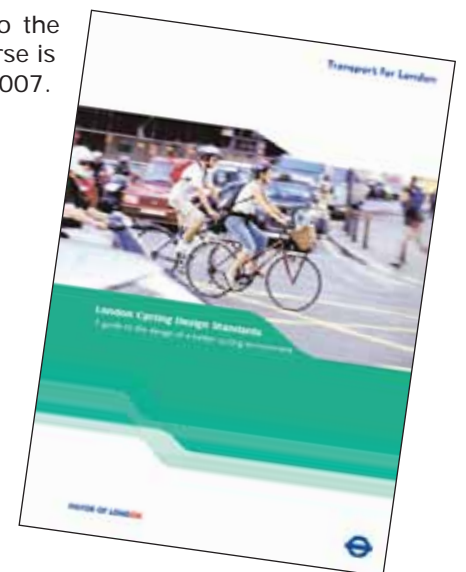
Are you involved in the planning or delivery of schemes involving cycle facility design, implementation or maintenance? If so, you may benefit from this free training in London Cycling Design Standards (LCDS).

In order to respond to the high demand, the course is returning in October 2007.

**Module 1:**  
Strategic Overview of Cycle Design (half day briefing seminar)

**Module 2:**  
Designing with LCDS (two one day workshops)

**Module 3:**  
Project Management Skills for Successful Projects (one day workshop)



To register your interest and to receive full details of the course please email Shaun Benn at:  
[shaun.benn@tfl.gov.uk](mailto:shaun.benn@tfl.gov.uk)

## Programme to completion

TfL Cycle Programme Team and the LCN+ Project Management team are developing a Programme to Completion (P to C) for the LCN+. The P to C is to be completed and launched to Highway Authorities on 30th November 2007 (invitations will be issued in October).

The P to C will be a schedule of remaining work to complete each Link (based on CRISP) for the borough and TLRN LCN+. The aim of the P to C is to focus the attention and resource of all partners on network delivery across the final three years of the project to December 2010. The key objectives of this initiative are to:

- Develop a schedule of works required to complete the 900km network by the end of 2010.
- Assess network completion on a strategic basis, allowing resources and effort to be planned and applied to areas on the network that need attention to ensure deliverability of a continuous network by the end of 2010.
- Develop a structured method of network assessment that can be readily

updated to provide an up to date picture of network deliverability at any time.

- Provide a framework to link to non-infrastructure related barriers, together with infrastructure barriers, to enable systematic risk assessments of network delivery.

Since 2004/05, the CRISP process has been introduced as the framework to scope and develop the LCN+ programme and is used as the tool to prepare forward year Funding Proposals for the borough and TfL programmes.

Work on the P to C has already commenced through a pilot trial across 3 London Boroughs - Enfield, Haringey and Islington. These boroughs were chosen because they had a mix of LCN+ on the borough and TLRN road network, various levels of progress and network completion have been undertaken in each, and there is route connectivity between the 3 boroughs. Discussions between the LCN+ PM team and representatives from the boroughs are ongoing to review the process of identifying the P to C and to receive any feedback.

The LCN+ PM team are using the 2008/09 Funding Proposal as the basis for the development of the borough P to C, as this document was developed on a 'Funding to Completion' approach and significant time was put into this proposal by all borough highway authorities. As a result, there is sufficient information available to progress this task without having to obtain extensive additional information from boroughs at this stage. TfL CPT will also be following a similar approach, in coordination with the TfL area teams, to develop the programme for the LCN+ network on the TLRN. The LCN+ PM team will be working closely with CPT to develop a consistent network wide programme.

Developing the P to C will be a significant task for both the LCN+ PM team and TfL CPT and your support through this process is greatly appreciated. Once developed this will become a key management tool to assess programme delivery and it will be continually monitored and updated to provide a network overview of the work required to deliver the LCN+ by the end of 2010.

## Message from the LCN+ Project Manager

Thanks to all those who attended the delivery conference in July and helped make it a success. All your comments whether delivered during the Q & A or workshop sessions or as part for the feedback form are being taken on board and I hope that you all feel that we are both listening and reacting to your project delivery issues. We do have a lot of issues to overcome but this is not uncommon in projects of this scale and involving this many organisations but I feel that there is a tremendous will to get the project finished and I would like to thank you all personally for your part in this.

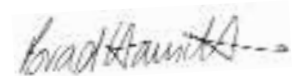
Our next conference will mark the launch of the Programme to Completion which will take place in late November. Before that arrives we need to ask for your help in appraising the current condition of the network through the freezing and rationalising of the network. Both of these project directives have been mentioned to you all previously but the implications on your boroughs arising from them have yet to become fully apparent. As we are building a strategic network it is important that we

stay true to our founding concept of providing fast, safe and comfortable conditions on priority strategic routes. Links that fail to measure up to this criterion due to constraints beyond our control will have to be reviewed. We need to be focussing our resources on the 900km network and ensure schemes are being developed from the CRISP reports to deliver the intended outcome to LCDS by the end of 2010.

This LCN+ newsletter issue features a look at a key LCN+ barrier near Hounslow Station and the process involved in resolving it. I would urge boroughs to review this article especially in regards to the consultation and programming requirements. I appreciate all the effort you have put into the barrier tracker but I am also concerned that if robust programmes are not put in place in the very near future then we run the risk of not resolving certain barriers by the end of 2010. Please ensure that you are reviewing barriers with an open mind, innovative designs or approaches may be required and do not forget that barriers can be overcome, they have been overcome in the past and address-

ing barriers on the network can open up major increases in cycle flows.

The 2007/08 programme is now half way through and I would urge any borough struggling to cope with the demands of implementing such a large programme to contact their LCN+ Sector Manager immediately to discuss restructuring or expanding your resources. Next years programme is going to be even larger so I would urge you all to plan ahead. With this increase in implementation it is very important that the design check procedure is followed on all schemes in order to ensure the quality, standard and value of every part of the network. Thanks again for all your efforts and I look forward to seeing you at the next project conference in November.



Brad Hamilton