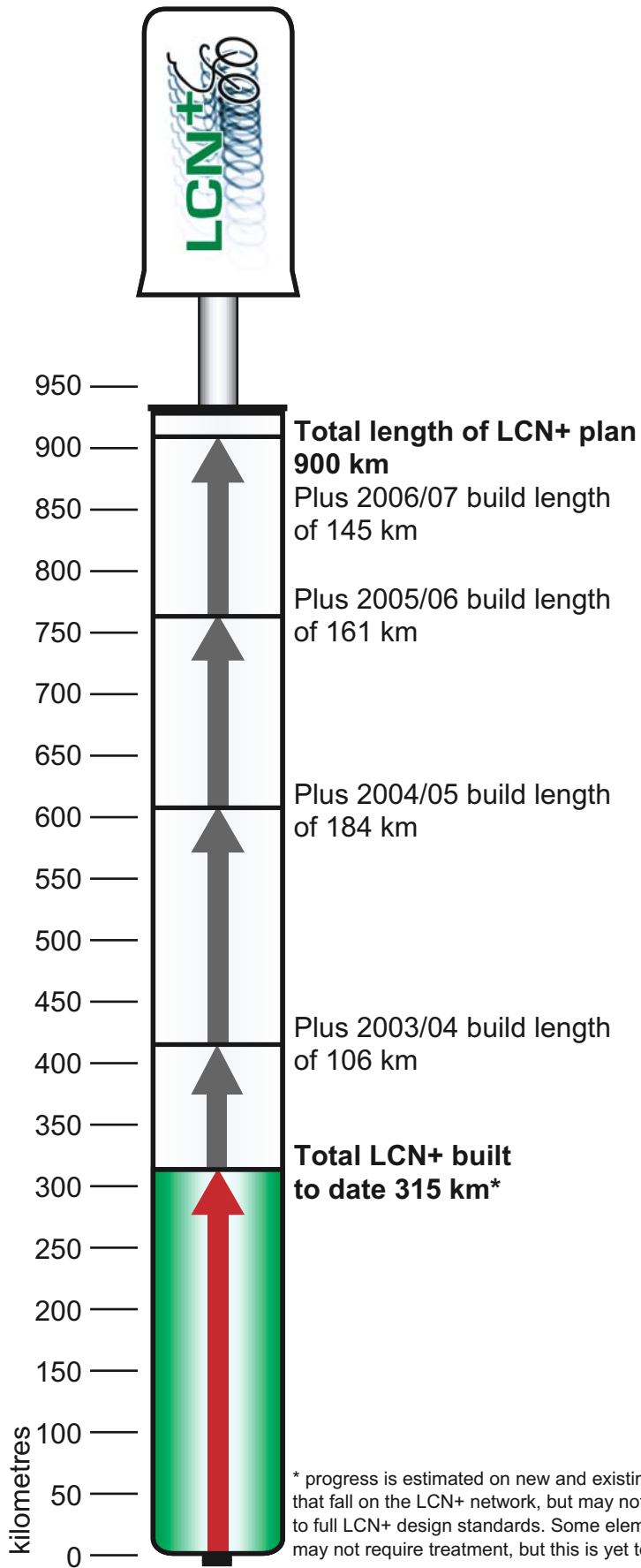


THE LONDON CYCLE NETWORK+

ANNUAL REPORT 2002/2003



PROGRESS TO DATE



* progress is estimated on new and existing facilities that fall on the LCN+ network, but may not be developed to full LCN+ design standards. Some elements of the network may not require treatment, but this is yet to be agreed.

THE LONDON CYCLE NETWORK+

ANNUAL REPORT 2002/2003



Mapping by LCN+ team, LB Camden

Cover photograph Charlotte Rushton Photography

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The London Cycle Network + (LCN+) was developed following the reconceptualisation process of cycling and walking initiated by Transport for London.

The LCN+ is a network to provide easy access to high profile, high demand, high quality routes that provide fast, safe, comfortable conditions. Where possible the LCN+ gives cyclists priority with clear links through junctions on main transport corridors across London. The total length of the LCN+ is estimated at 900km. The project is planned to be completed in 2009 in line with the Mayor's strategy. The cost estimate of the LCN+ project is currently £110m.



*Cycling on Lambeth
Palace Road*

The London Borough of Camden became lead borough taking on the Project Management role in November 2001 from the Royal Borough of Kingston-upon Thames.

In its project management role, Camden's main objectives are:

- The delivery of LCN+
- The expenditure of financial allocation
- The implementation of quality standards

The strategies to achieve these objectives include:

1. Encouraging and assisting the boroughs in the design and implementation of schemes that meet the aims and objectives of the LCN+.
2. Continuous monitoring of progress and expenditure
3. Continuous liaison with all the stakeholders
4. Ensure safety and cycle audits are carried out on all schemes
5. Marketing of the LCN+ through the newsletter, conferences, website (www.londoncyclenetwork.org.uk) and publicity of good schemes and best practice.

In order to achieve these strategies, an appropriate LCN+ project management team has been developed comprising of:

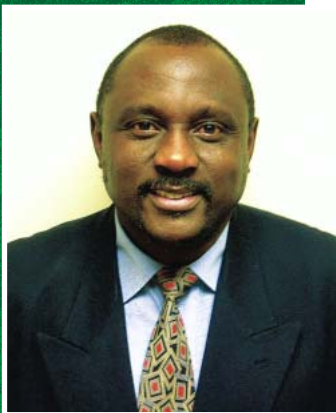
1 Project Manager, 2 Sector Managers, 1 Programme Coordinator, 2 Project Officers, 1 Administration Officer, 2 Resident Consultants

The project management team is also assisted by the five sector leaders from the boroughs:

Camden (Central Sector), Haringey (North East Sector), Hammersmith & Fulham (North West Sector), Kingston (South West Sector), Bromley (South East Sector)

This is the first annual report on the LCN+ programme and brings together all the activities on the LCN+ project for the period 2002/03.

www.londoncyclenetwork.org.uk



Festus Agwu-Jones
Project Manager

This report presents the overall performance on the first year of the LCN+ programme 2002/03. The report also highlights the main successes, the difficulties, the challenges and the plans for the future.

LCN+ Programme 2002/03

2002/03 was the first year of the LCN+ programme

1. Scheme Progress

113 schemes were on the programme for 2002/03. 95 schemes were progressed and 55 schemes were carried through to implementation. Table 1 below gives a breakdown of these figures by sector:

Table 1

SECTOR	No of Schemes on Programme	No of Schemes progressed	No of Schemes implemented
Central	14	14	7
North West	16	14	9
North East	27	25	15
South West	31	24	16
South East	25	18	8
TOTAL	113	95	55

Of the 40 schemes progressed but not implemented, 19 were for feasibility studies. The balance 21 schemes were not progressed due to difficulties with consultations etc. (see point 5.6. in Challenges section below for further breakdown of difficulties.)

Details of borough schemes with costs and benefits on a borough-by-borough basis are included in the 'Schemes by Boroughs' mapping section of this report.

2. Financial Expenditure

The total allocation for 2002/03 was £6.050m. The amount claimed to date is £5.685m with £3.2m claimed by the end of the financial year 2002/03. 12 boroughs achieved full spend and one borough did not spend at all. The 'Spend and Allocation' table on page 8 gives a breakdown on a borough-by-borough basis.

3. Total Length Completed

During the year 2002/03, 100 km of network was completed on the LCN+. Measurements are based on site visits and borough officers' reports and made using MapInfo software without bias to variability of facility standards.

4. Achievement

As with any new programme there are challenges. In spite of the challenges encountered in its first year the LCN+ programme achieved 94% of spend and progressed 84% of the schemes on the programme. The cycling schemes implemented in the LCN+ programme 2002/03 continue to enhance the cycling environment in London and provided a wide range of benefits for cyclists.



Benefits include improved safety and access, for example, the five toucan crossings and cycle track along the A406 Borough Boundary on LCN+ Route 55 in the London Borough of Barking & Dagenham improves safety and access for cyclists negotiating a major junction. Other benefits include improved comfort through resurfacing, as on 'The Cut' a path parallel to railway scheme on LCN+ Route 31/74 in the Royal Borough of Kingston Upon Thames, and ease of use through navigation aids and lighting measures, for example, signing and number patch markings along the length of LCN+ Route 86 in the London Borough of Brent.

The implementation of new routes and continuity of existing routes provided more direct routes for cyclists and resulted in subsequent journey time savings, particularly important for cycling commuters. For example, the segregated two-way cycle track along LCN+ Route 15 on Royal Mint Street in the London Borough of Tower Hamlets provides continuation of a cycle route in both directions and links with Docklands Light Rail and the City, and the contraflow segregated cycle track on LCN+ Route 10 on Pitfield Street in the London Borough of Hackney provides a safe alternative route direct to Old Street and the City.

Furthermore, the implementation of cycling schemes has contributed to an increase in cycling rates. For example, morning commuter cycle flows on LCN+ Route 0 along the Seven Stations route in the London Borough of Camden increased by over 100% between 2000 and 2003. Other broader benefits include health benefits, potential accident savings and decreases in congestion.

5. Challenges

- 5.1 There was reluctance from some of the boroughs at the start of the year to buy into the change of direction from the London Cycle Network (LCN) to the much-reduced LCN+. This resulted in a slow start to the programme, as extra effort was made to explain the strategy and alleviate concerns.

Remedial Action

The LCN+ network maps have been sent to all boroughs indicating the routes in each borough. A 'variation' system is now in place to deal with any change requests on the network.

- 5.2 There are a number of boroughs where cycling is not fully accepted as a viable mode of transport in their political agenda, and this affected the progress of schemes.

Remedial Action

The Project Management Team has written to these boroughs about funding being withdrawn.

- 5.3 The project management team was low on personnel resources during the first half of the year. Systems and processes for monitoring were still being developed.

Remedial Action

Additional staff has strengthened the project management team. The Monthly Monitoring form (MM's) and Monitoring Detail form (MD's) are in place to improve monitoring.



5.4 There was a shortage of resources and frequent staff turnover in some boroughs. The resident consultants were appointed half way through the year (December 2002).

Remedial Action

There is a slight improvement on borough resources. The resident consultants are continuing to provide assistance to boroughs.

5.5 12 boroughs were late in making full Invoice Claims Statements (ICS) claims by the TfL cut off date of 31 March 2003 resulting in a lower end of year expenditure.

Remedial Action

The project management team has written to all the borough finance officers to ensure all ICS claims are made by the TfL end of financial year cut off date.

5.6 Allocation was made in full against outline designs only. Inevitably, some of the schemes did not succeed at consultation stage and/or were delayed. Hence a degree of under spend. A full list of causes of delay or abandonment is shown below:

Reasons for delay in programme

- Delay in funding approval
- Delay in cost codes being issued
- Staff leave or on holiday or sick or on paternity/maternity leave etc
- Shortage of professional/technical staff
- Member instructs Moratorium on staff recruitment or spend
- Consultation unsuccessful resulting in re-design or abandonment
- Members will not sign consultation report
- Ditto 3-6 re: traffic order(s)
- Detailed design discovers, stat diversion needed taking programme out of scope of time financial constraints
- Detailed design throws up other issues taking programme out of scope
- Scheme intricately linked with another scheme which fails or is delayed
- Contractor overstretched and delays start – contractor holiday/bankruptcy
- Land ownership queries
- Obstructive properties owners
- Bad weather
- Claims arise and delay final account
- Incident on site delays work
- Accounting system fails and delays payment
- Political interference at any stage

Remedial Action

The project management team is encouraging boroughs to consider designing schemes in one year, which will be implemented the following year. The boroughs are encouraged to establish reserve schemes, which can be brought forward if others fall out of the programme or otherwise delayed.



5.7 It is apparent that there is inconsistency in design across London and a need for a stronger focus on designing and implementing high quality schemes.

Remedial Action

New design standards are to be introduced. The project management team will ensure that cycle and safety audits are undertaken. Good schemes will be published in the quarterly newsletter and the website.

5.8 Improve boroughs' ability to spend an increased budget allocation.

Remedial Action

The project management team will encourage boroughs to carry out more advance feasibility work. Stability of funding needs to be ensured from TfL.

5.9 Measure overall usage.

Remedial Action

The project management team will encourage before and after studies and work with TfL in the reporting and data collection of borough cycle counters

5.10 There is no established maintenance programme for completed schemes.

Remedial Action

The project management team will work with the Cycling Centre of Excellence in developing and implementing a maintenance strategy

5.11 An improved level of enforcement is necessary to ensure effective use of the cycle facilities.

Remedial Action

The project management team will work with the Cycling Centre of Excellence to investigate and prepare an enforcement strategy

5.12 Marketing of the LCN+.

Remedial Action

The project management team is currently working with the Cycling Centre of Excellence to develop and implement a marketing plan for the network

6. Conclusion

This is the first annual report on the LCN+ programme. The project management team will continue to produce an annual report to be published in mid September commencing 2004. Future annual reports will continue to show schemes completed in the year as well as indicate total length of LCN+ completed.

7. Acknowledgements

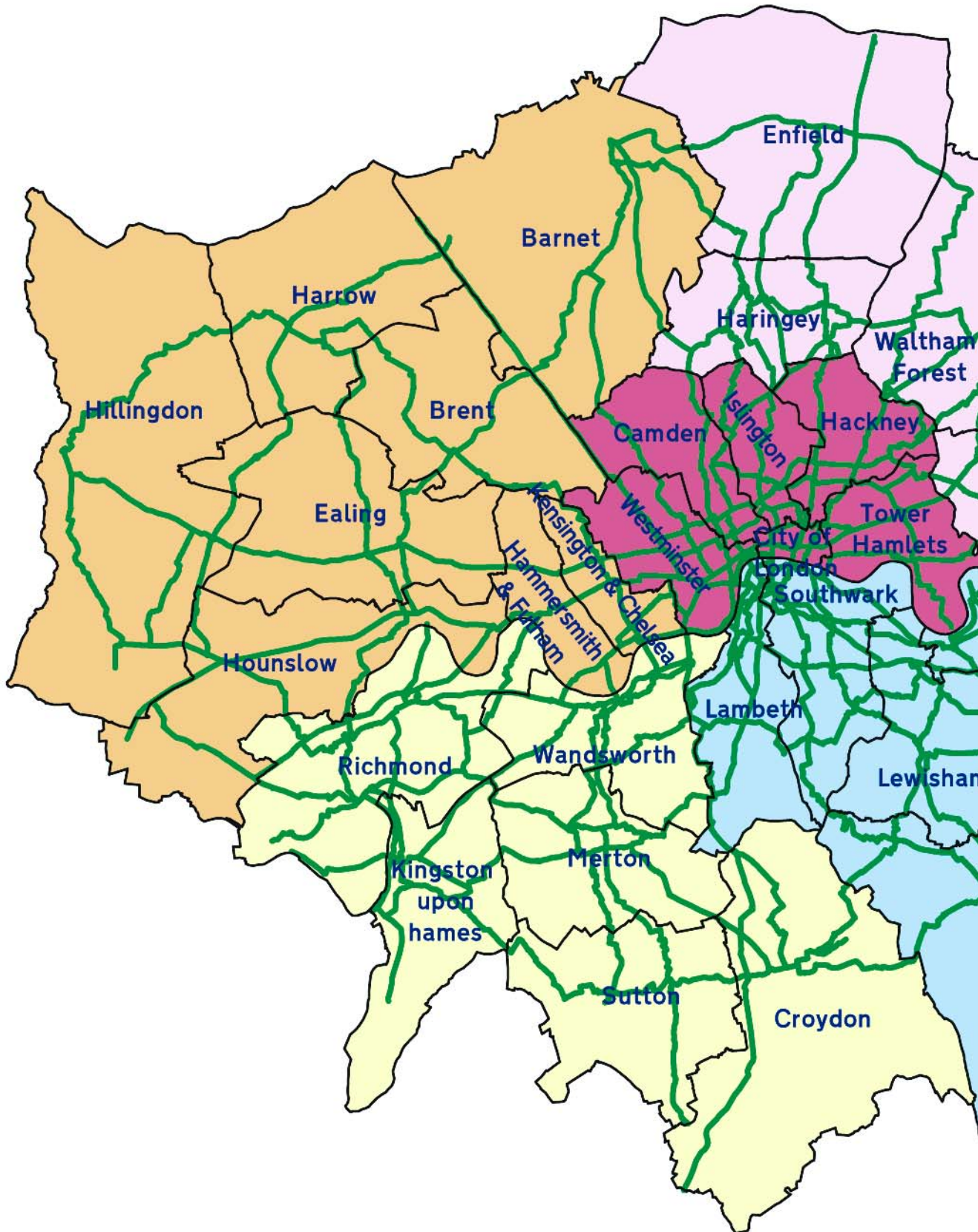
Special thanks to all of the London Borough Cycling Officers for their assistance in compiling this report and for all their efforts progressing schemes throughout the year. Also thanks to the Cycling Centre of Excellence at Transport for London, London Cycling Campaign, Sustrans and the Cyclist Touring Club for their continued support of this important project.

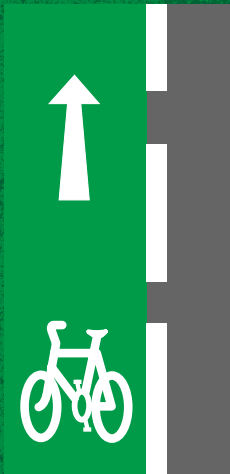
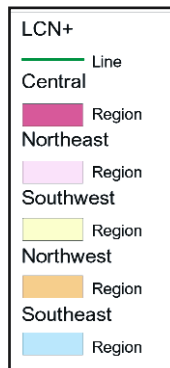
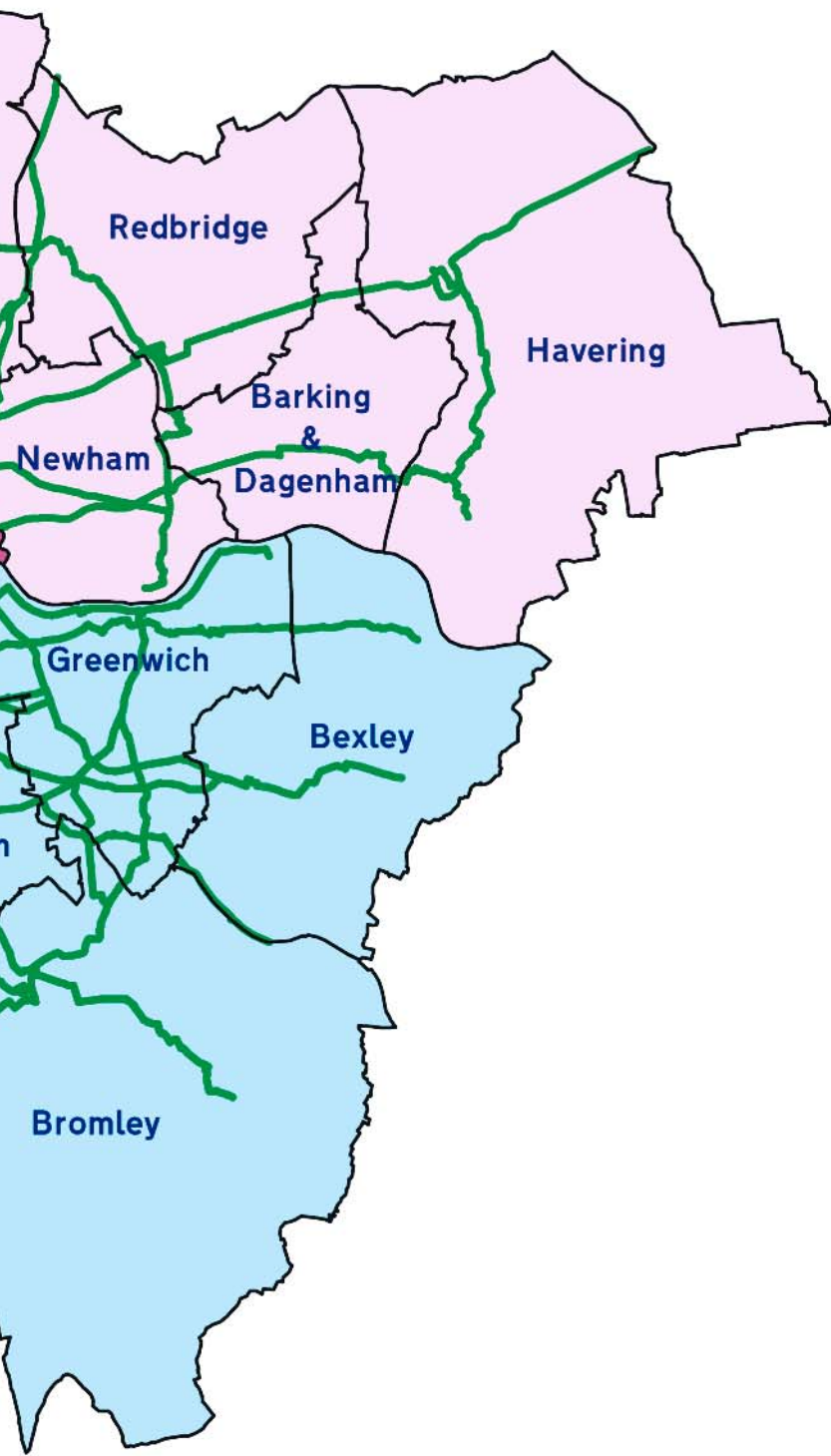


LCN+ SPEND & ALLOCATION

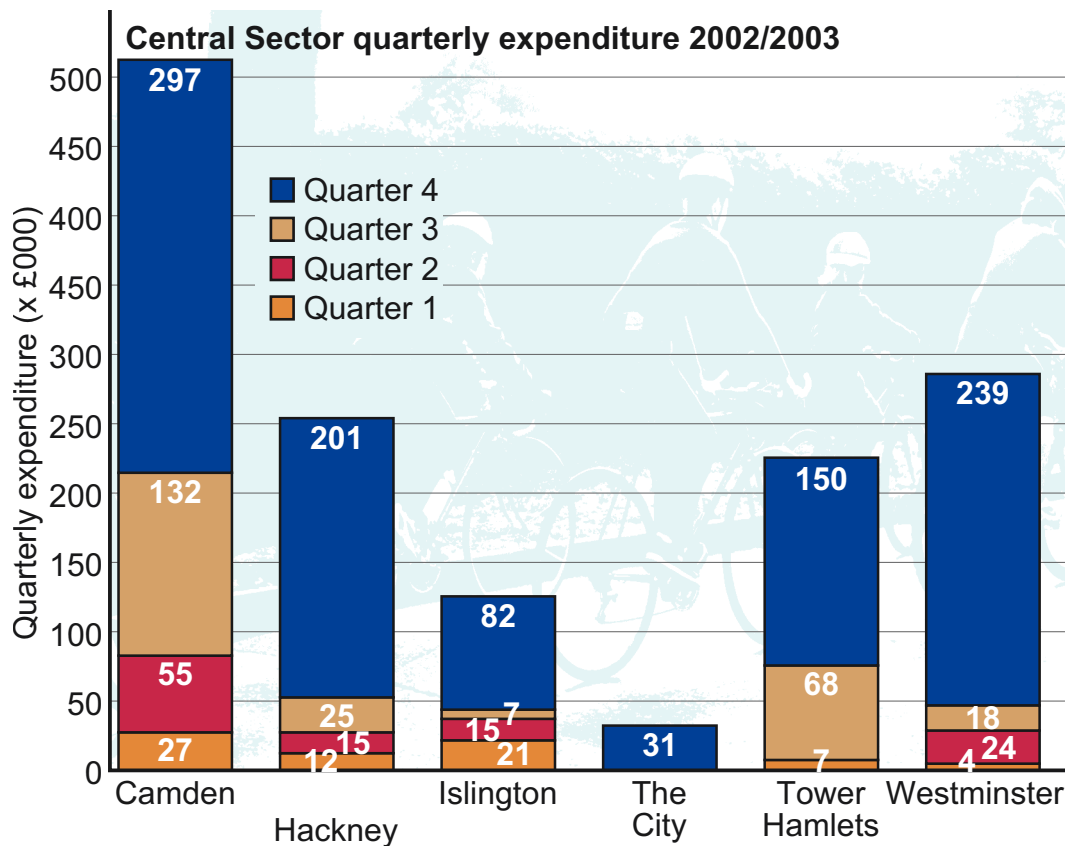
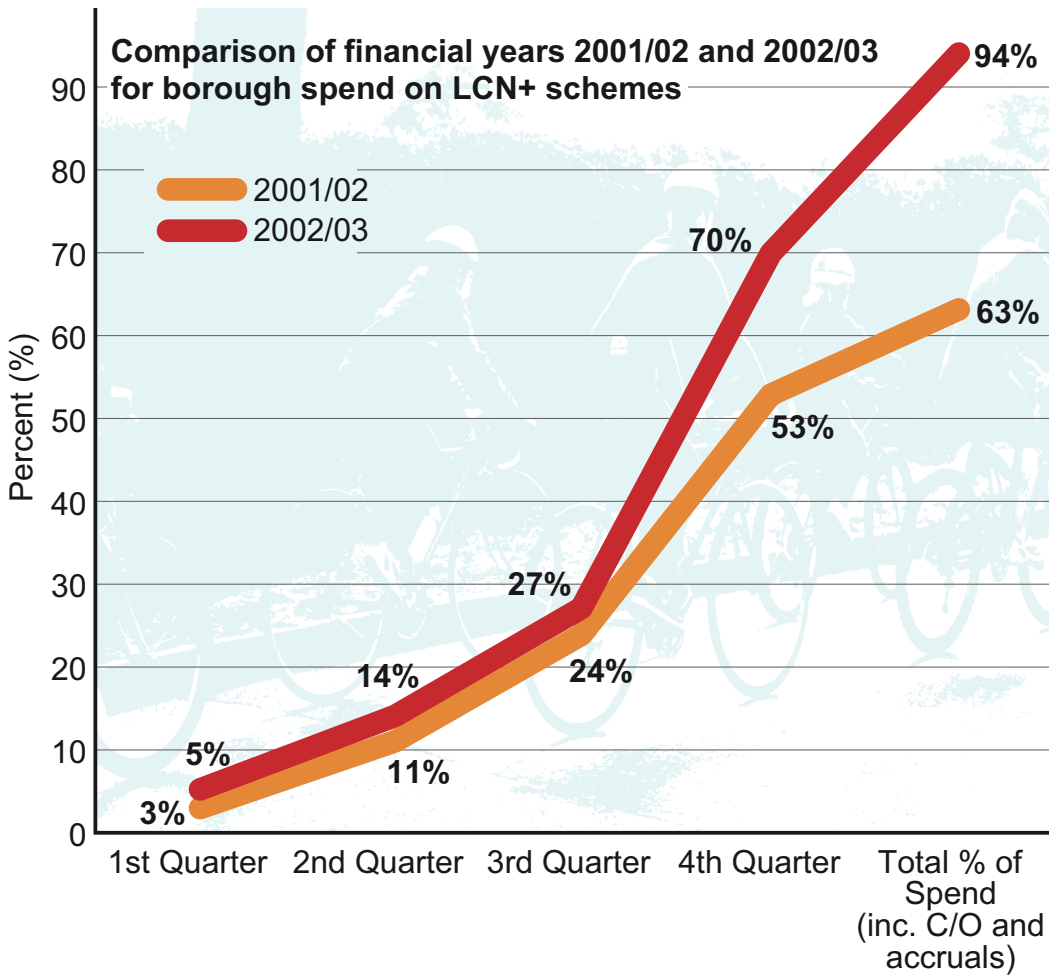
BOROUGH	LCN+ ALLOCATION	LCN+ SPEND	% OF ALLOCATION
Barking & Dagenham	324,000	317,623	98%
Barnet	3,140	3,139	100%
Bexley	130,000	93,047	72%
Brent	150,000	142,153	95%
Bromley	102,386	102,386	100%
Camden	511,000	511,000	100%
City of London	34,000	30,614	90%
Croydon	55,000	46,639	85%
Ealing	70,000	50,000	71%
Enfield	110,000	97,895	89%
Greenwich	125,000	108,168	87%
Hackney	259,000	252,000	97%
Hammersmith & Fulham	231,000	230,000	100%
Haringey	248,000	247,000	100%
Harrow	466,000	464,498	100%
Havering	6,000	6,000	100%
Hillingdon	330,000	284,691	86%
Hounslow	104,000	100,000	96%
Islington	128,370	125,000	97%
Kensington & Chelsea	1,000	0	0%
Kingston	262,000	209,562	80%
Lambeth	170,000	150,000	88%
Lewisham	60,000	60,000	100%
Merton	122,000	121,104	99%
Newham	177,339	177,338	100%
Redbridge	150,000	134,682	90%
Richmond	110,000	81,367	74%
Southwark	120,000	27,006	23%
Sutton	190,000	165,000	87%
Tower Hamlets	226,000	225,000	100%
Waltham Forest	182,000	180,000	99%
Wandsworth	160,000	180,000	113%
Westminster	250,000	285,000	114%
LCN+ PM	482,000	477,277	99%
Total	6,050,235	5,685,197	94%





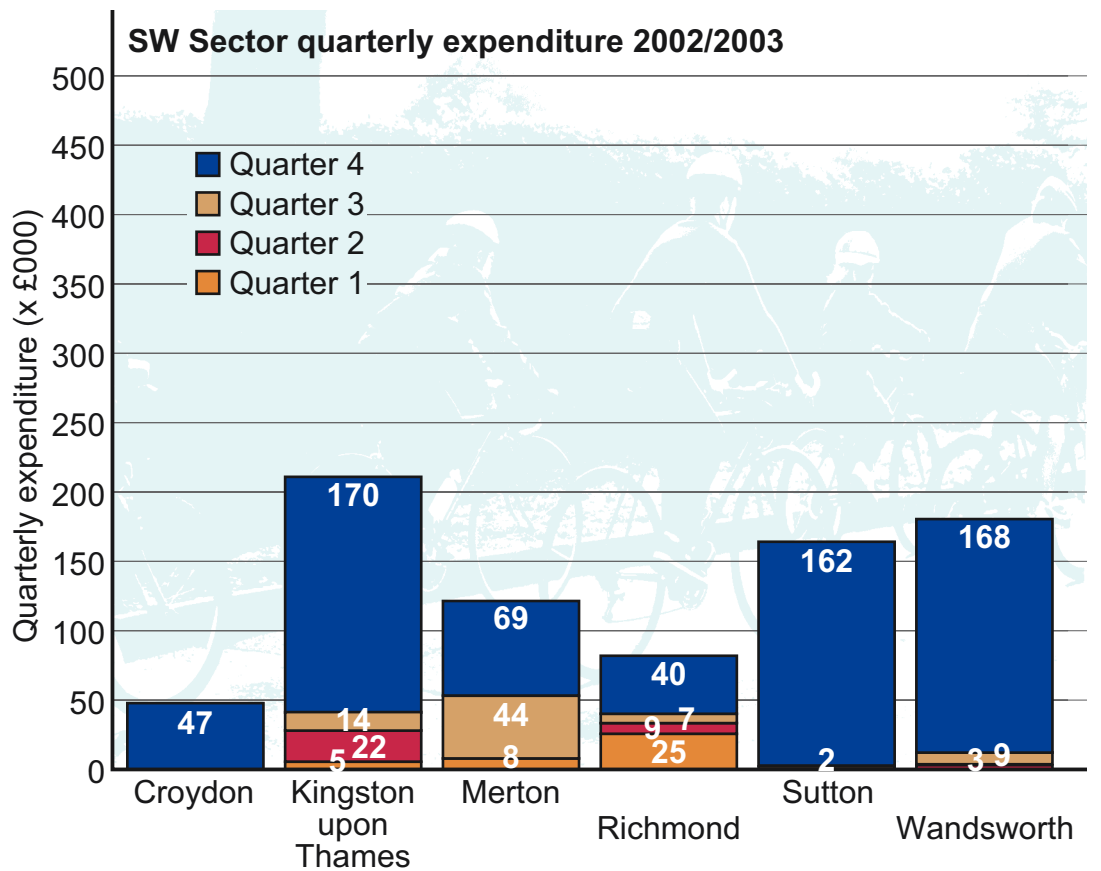
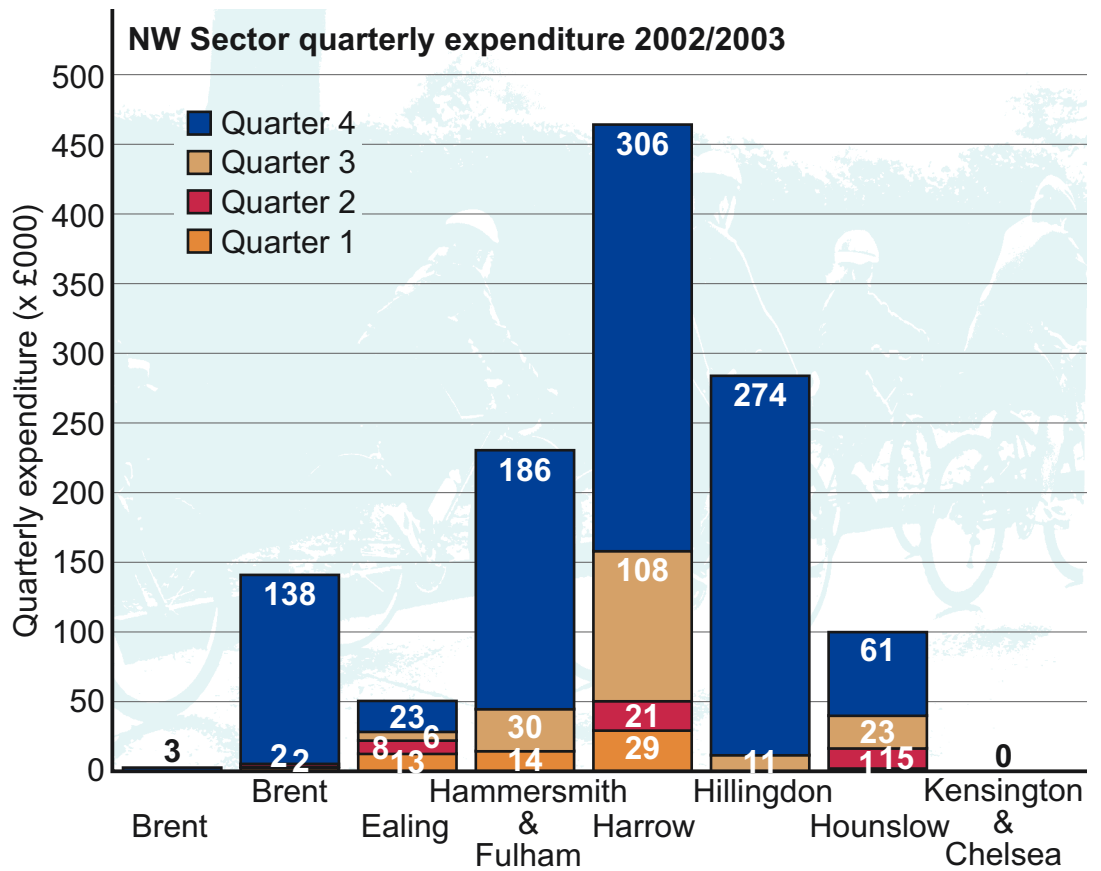


LCN+ SECTOR MAP



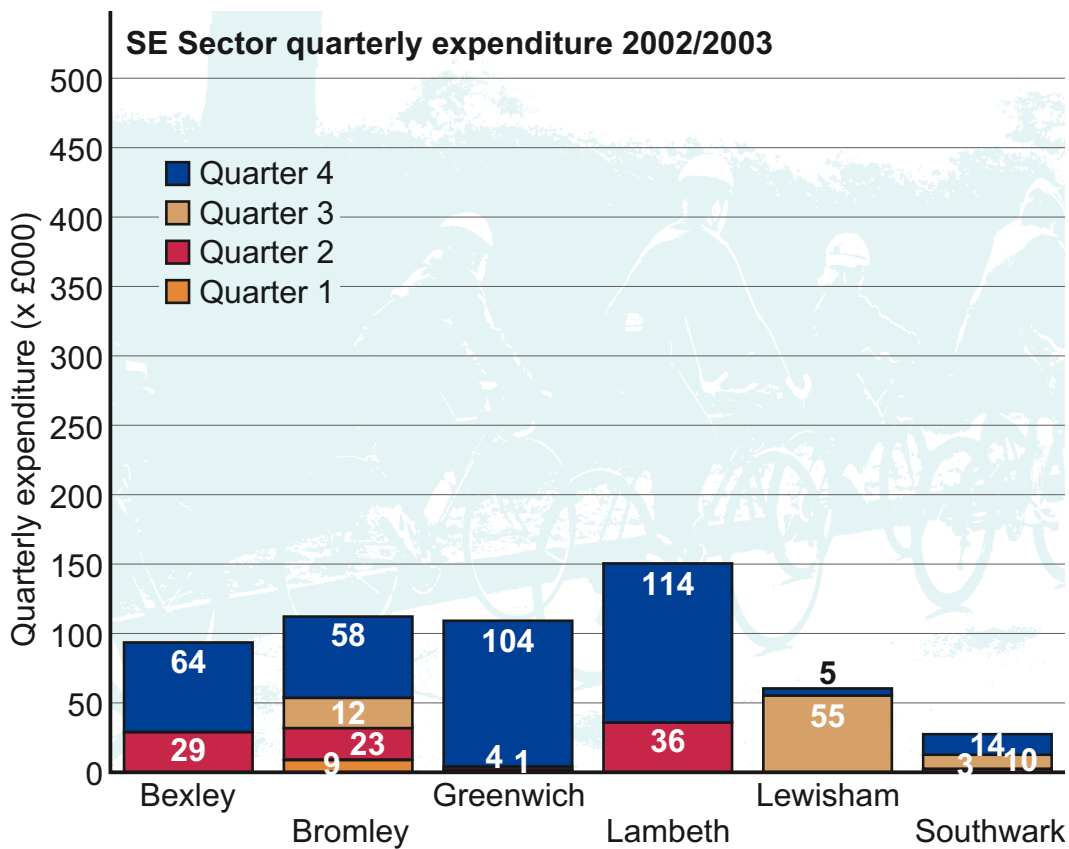
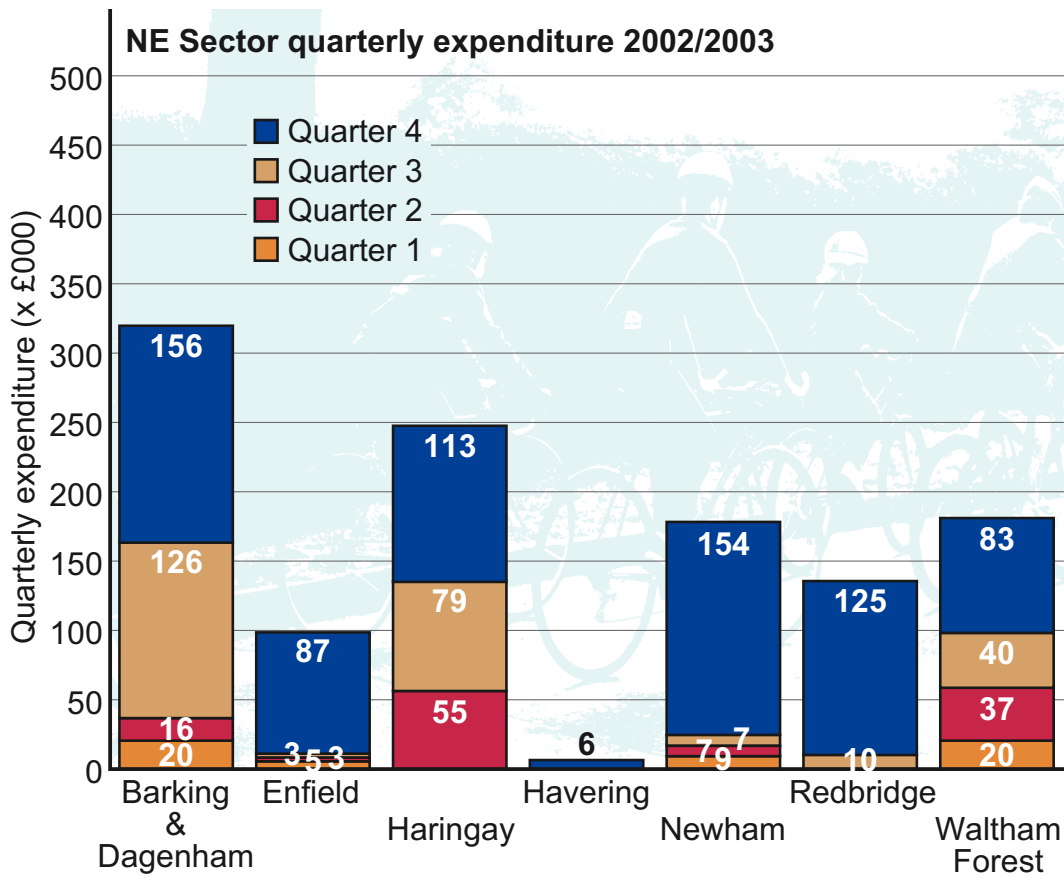
**BOROUGH SPEND BY YEAR, 2001/02, 2002/03
QUARTERLY EXPENDITURE BY SECTOR**

QUARTERLY EXPENDITURE BY SECTOR





QUARTERLY EXPENDITURE BY SECTOR



TYPES OF FACILITIES INSTALLED BY LCN+ TESTIMONIALS

TYPE OF FACILITY	NUMBER
Bike hire	1
Contraflow cycle lane	2
Cycle bridge	1
Cycle exemption for no through route	2
Cycle lanes (incl. approach to crossings)	25
Cycle parking	1
Cycle tracks	17
Traffic Calming (incl. entry treatments, raised tables)	9
Lighting	1
Lining/markings	8
Station Access Improvements	1
Segregated 2-way track	5
Signage	14
Surfacing	2
Toucan crossing	7



Bejen

I really like cycling to work. It is a good way to relieve the stress of work. I've only been cycling for about six months. I cycle to South Kensington from Hammersmith, so it's quite a nice route, with the river. Recommendation: ...more cycle paths would be helpful. I think more people should cycle because it's really not as hard as it seems.



Matthew

I cycle everywhere, just around and about, you know. It's fun, easy and, obviously, much cheaper than going any other way. Often, it's quicker to ride my bike than to go on the tube. Recommendations: I think there should be some kind of barrier between the cycle path and the road to keep cars off the cycle paths. That, and more cycle paths, but that's about it really.



Vicky

I've been cycling for the last two years, the whole time I've been in London. It's a nice way to start the day. I really like the fact that I don't have anything to do with pollution. It makes you feel a bit heroic! I cycle in any weather, unless it's really icy. Recommendations: Awareness of drivers that there are little green lanes with bikes on them, stay off them and don't park on them! A few more designated cycle lanes would be grand. Raise awareness full-stop.



Schemes by Boroughs 2002/2003

