

CYCLE ROUTE IMPLEMENTATION & STAKEHOLDER PLAN (CRISP)

What is a CRISP?

A CRISP (Cycle Route Implementation and Stakeholder Plan) is an enhanced feasibility study that supports scheme planning, programming and the design and implementation of improvements for cyclists along a link.

What is the purpose of a CRISP?

To undertake a systematic review of the existing conditions for cycling on a particular Link, taking full account of local knowledge, constraints and concerns. Route alignment, issues, opportunities and constraints (physical and institutional) are to be considered in conjunction with stakeholders.

Recommendations for solutions most likely to be successful in attracting substantially increased levels of cycling (c200%) will be made and budget cost estimates and a provisional outline programme prepared.

The main aims of the CRISP process are to:

- Raise the profile of cycling across London
- Substantially increase levels of cycling
- Improve the quality of the network
- Provide a cohesive network and a coherent approach to implementation
- Provide the optimal route for cyclists
- Include stakeholders at an early stage
- Provide a costed programme and encourage long term project planning
- Prioritise work along the Link
- Tackle the “tough” issues along the Link

Who Should Attend a CRISP?

- Consultant: guidance, engineering expertise
- Borough Cycling Officer: strategic view point of local authority
- Local Stakeholder: local knowledge
- Transport for London: viewpoint on TLRN
- LCN+: strategic view of entire network

The CRISP Process

1. Pre-CRIM Report

Information that should be included (if available):

- Traffic and cycle flow data
- Accident data
- Developments and proposals along Link
- Trip generators
- Alternative routes; it is important that these are highlighted to the consultant and/or BCO as early as possible

2. Cycle Route Inspection Meeting (CRIM)

- Pre-CRIM briefing is important as it allows discussion of any issues and time for agreement of the agenda
- Site visit allowing all stakeholders to discuss issues or concerns along the Link
- All information should be recorded, including all ideas. Do not discount anything on the grounds of capacity, cost or political concerns
- Discussions should take place over all significant issues
- Alternative routes need to be discussed, if not cycled. However, this may not be possible due to time constraints
- Minutes of the day should be taken and circulated for comment

3. CRISP Report

- Report should contain pre-CRIM information and any additional information that has been received throughout the process
- Data sheets should include:
 - Constraints/Barriers
 - Stakeholder feedback
 - Opportunities
 - Costs
- Programme for implementation
 - Identification of schemes
 - Priority of schemes should be highlighted
 - Costs and programme should be developed according to the Council requirements for implementation