

THE LONDON CYCLE NETWORK (LCN+) NEWSLETTER FOR CYCLING PRACTITIONERS



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LCN+ scheme profile

Pitfield Street, Shoreditch LB Hackney

Description

The scheme is part of Link 66 (LCN route 9), which runs north/south through the London Borough of Hackney and connects the borough with the City of London. The original scheme was completed in 2003 but later experienced difficulties with users complaining of cars parking in the contra-flow cycle lane. Modifications were identified by a stage-three safety audit undertaken on a previous improvement scheme implemented in 2004/05. The 2005/06 improvements were also discussed and agreed on the Link 66 CRIM in March 2004. The main benefit of the works was to increase clarity and raise awareness of the movements of cyclists for other road users. The original works were carried out before the introduction

of the LCDS, further works will be necessary to widen the tracks. The introduction of bollards at key points helped tackle a key issue for the route by removing the car parking obstruction issue. Councillors were originally in favour of yellow lines instead of bollards but were convinced of the effectiveness of using bollards once safety concerns were raised. The "before" photo clearly shows that vehicles are prepared to defy parking regulations and so the bollards were a necessity. Many schemes on the LCN+ have been readdressed since the introduction of the LCDS. Revisiting existing facilities and upgrading them is important in order to ensure the completion of a fast, safe and comfortable network.

Existing conditions

- One-way street (northbound) with cycle contra-flow
- 20 mph zone
- Light traffic flows
- Multiple junctions

Scheme details

- Amendment to existing scheme dating from 2003. Improved in 2004/05 & 2005/06.
- CRIM took place 12th March 2004
- LCDS Reference: CCE/B13, B14, B15, B16
- Coloured surfacing
- Signing improvements
- Extend reservations and add bollards to remove access to and prevent parking by vehicles

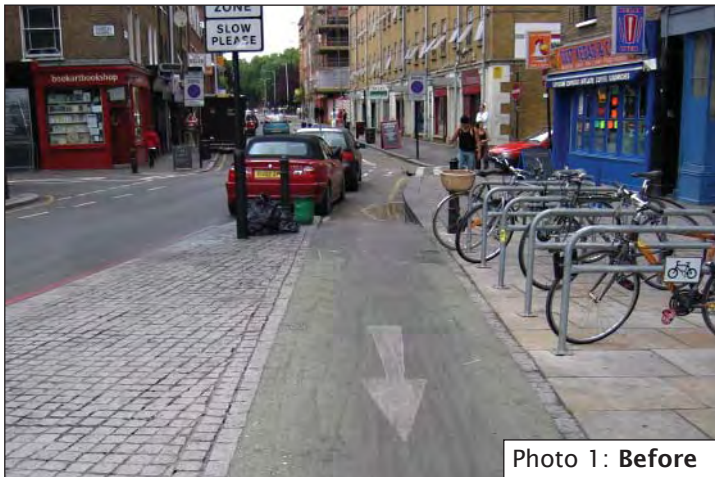
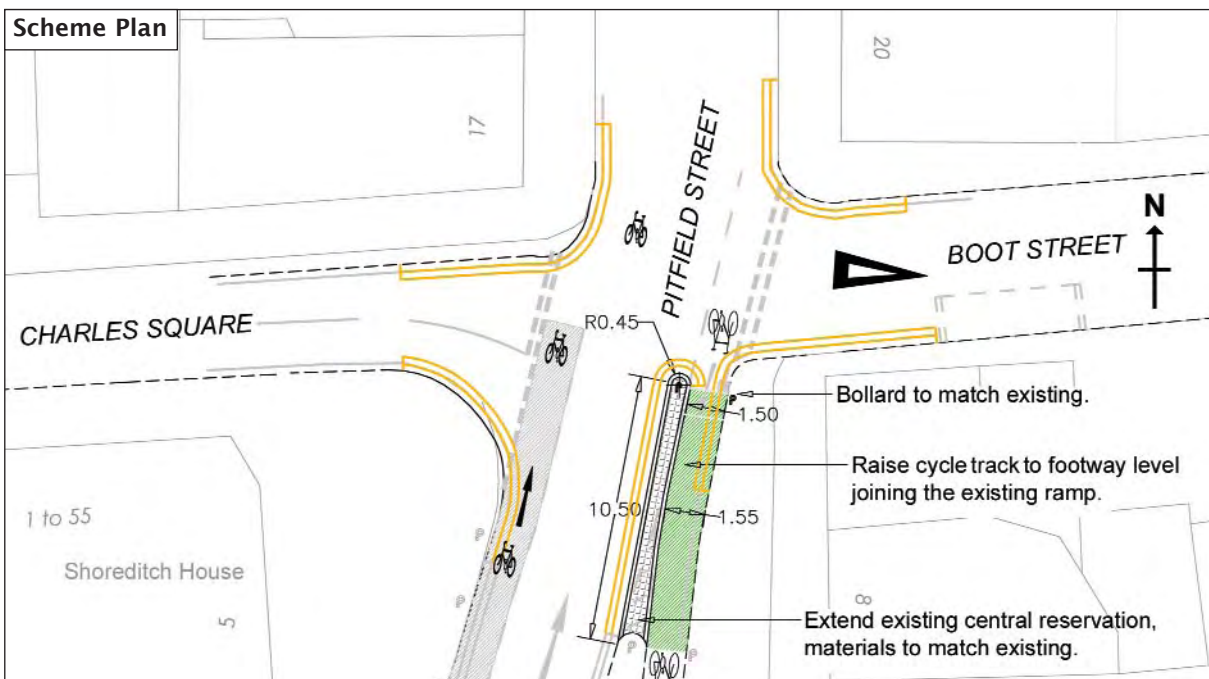


Photo 1: Before



Photo 2: After



LCN+ scheme profile

South Carriage Drive City of Westminster

Description

The scheme is part of Link 237 in the City of Westminster, which travels east/west through Hyde Park. Link 221 joins the scheme just north of the crossing of South Carriage Drive. The scheme was developed over a two-year period in consultation and collaboration with the City of Westminster and the Royal Parks. The LCN+ PM Team were also involved in the scheme development and so informally reviewed the designs as they were submitted. The un-signalled parallel crossing was implemented in order to provide a legal cycle crossing. The main issue with the existing layout was the potential for conflict between pedestrians and cyclists. Cyclists were using the existing zebra crossing to cross the road into the cycle track and this meant they were clashing with the high pedestrian flows into and out of the park. It should be noted that video studies con-

ducted at the crossing showed very few conflicts between cyclists and pedestrians and so the issue seemed to be more about perceived rather than actual danger. Having a parallel crossing has meant that the cyclists still benefit from the facility whilst having their own distinct route across the crossing point. Due to the large number of complaints received by the council about conflict at this point the scheme has been the subject of rigorous safety check. The scheme has undergone a stage 2 safety audit and is due to have a stage 3 carried out in the near future. The introduction of tactile paving, give-way markings and the parallel crossing were all recommended in the stage 2 audit. Issues about the legality of cycle crossings are currently being debated at a high level between TfL (CCE) and the Department for Transport.

Existing conditions

- Crossing of road with 30mph speed limit
- High pedestrian density
- High cycle flows
- Royal Parks is the highway authority

Scheme details

- Un-signalled parallel cycle crossing adjacent to a Zebra crossing
- LCDS Ref CCE/C19
- Stage 1 & 2 Safety Audit completed
- Stage 3 Safety Audit still to be completed
- Raised table - tarmac
- Blocked paving at entry/exit points
- Granite kerbing
- Give way markings

Scheme Plan

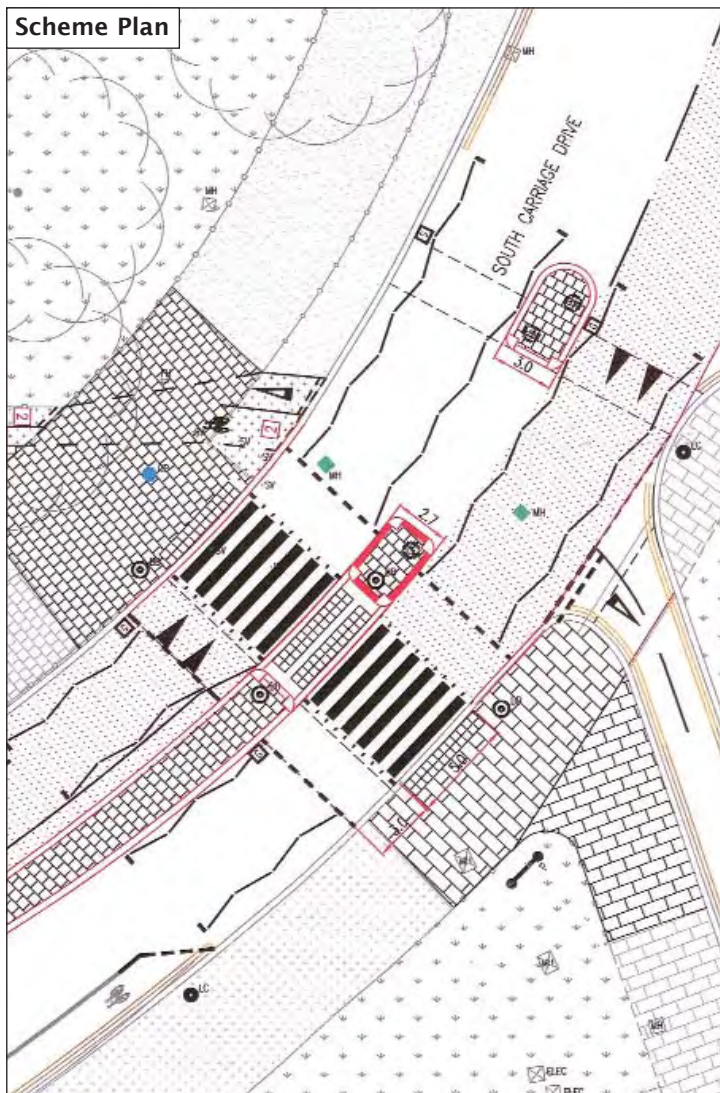


Photo 1: Before



Photo 2: After

LCN+ case study

A3 West Hill Wandsworth

During 2004 TfL implemented a major cycle improvement on the A3 from the A205 South Circular in Wandsworth southwestwards for about a kilometre. The scheme was initiated after a fatal accident involving a southwest bound (uphill) cyclist and an articulated lorry.

The design option followed was a downhill cycle lane (on-carriageway) and a southbound (uphill) adjacent/segregated cycle track. This track was also designed to allow less confident cyclists heading southbound downhill to continue as an alternative to using the main A3 carriageway. Existing crossings of side-roads and entrances were mainly raised-tables, others were added or improved to give increased priority to cyclists where possible. Clear priority signing and markings were included where there was likely to be doubt.



Left and above: the uphill segregated track in use.

Right: downhill cycle lane in use.

Far right: cycle track being used downhill.



An after-study was carried out to determine the effectiveness of the scheme. This included usage surveys, a user questionnaire, a video conflict study, and a collision study. Clear construction dates are necessary to ensure the best before and after assessments.

Usage

Most commuter cyclists were using the downhill cycle lane, although a few cyclists were using the track at all times of the day.

Questionnaire

The questionnaire asked both cyclists and pedestrians for their views. Cyclists were generally favourable with the main complaint that the track surface could have been smoother, it was hand laid HRA (asphalt). Pedestrians were slightly critical overall, with some complaining of some excessive cyclists' speeds. With this particular scheme there had been few benefits for pedestrians, normally more pedestrian gains can be incorporated.

Video

The video study was carried out at three sites for 12 hours 7am-7pm. It was directed primarily at the junctions of the cycle track with the side-road junctions. Here, despite clear markings for cyclists to give-way, a few cyclists failed to give-way and as a result some had near-misses.

Findings:

The study highlighted certain issues:

- All cyclists gave an overall positive response, with speed, safety, comfort and overall cycling experience improving.
- With present users there is a similar (mainly positive) attitude towards using both on and off-carriageway cycling facilities.
- There appears to be ambiguity at cycle track crossings. Giving clear indications of user priority cannot be overstressed. Neither cyclists nor motorists will give-way unless it clearly obvious to them. Travelling in a straight line seems to convey priority to cyclists. Whilst being on the carriageway (or being in a motor vehicle) seems to convey priority to motorists.
- Rough surfaces annoy cyclists. Smooth surfaces may encourage cyclists to speed and so annoy and be a danger to pedestrians. Choice of surface texture and smoothness (as well as horizontal deflections) may have design uses to encourage appropriate speed on tracks and shared surfaces.
- Many motorists turning into a heavily used side-road did not seem to expect cyclists coming downhill in the cycle lane, despite clear cycle lane markings.

The full report will be available soon on the TfL website: www.TfL.gov.uk/cycles/company/reportlibrary.shtml

Scheme outcome monitoring LB Camden

Scheme Development

The consultants Jacob Babbie carried out a survey in 1999/2000 to identify the best route alignment for the Seven Stations route. The survey included cycle counts, traffic counts and speed data for alternative route alignments. As a result of this survey Camden developed a scheme as part of their east/west route along Torrington Place.

Factors considered in identifying this preferred cycle route included the directness of the route and the proximity to trip attractors, including the University of London Campus, Tottenham Court Road, Euston, Kings Cross and St Pancras stations. Further to this, the proposed route overlaps with the north/south route connecting Camden to Holborn and Waterloo.

The Torrington Place scheme was implemented as one of the first stages of the Seven Stations route in Camden, working east from its boundary with the City of Westminster. A two-way cycle track was implemented with kerb segregation along Torrington Place in 2001/02. A further scheme was developed along Byng Place in 2002/03, making use of redundant space for the benefit of cycling and walking. The continuation of the Seven Stations route is currently being developed.

Figure 1 shows the impact of the scheme on cycling numbers over a period of six years. At present over 1400 cyclists use the facility at peak times each day. This represents a rise of over 500% in cycling numbers. Figure 2 shows the AM peak flows. At its height cyclists pass the junction at the rate of 1 every 9 seconds. Figure 3 shows the PM peak flows. The graph indicates high cycle counts at the start of the peak PM period which suggests that the facilities are well used during the day. This suggestion has been authenticated by counts taken off-peak by local cycling groups.

Below: Torrington Place junction with Malet Street.



Data Collated: Cycle Counts for Torrington Place junction with Malet St (Camden)

Figure 1: Peak Hour Totals(7am-10am & 4pm-7pm)

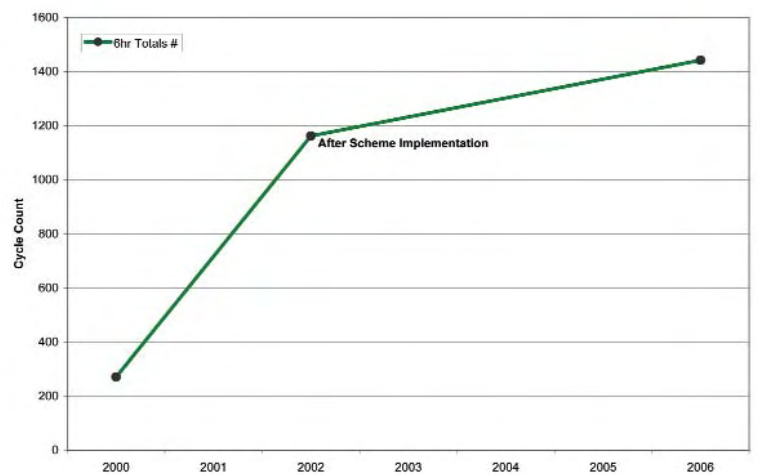


Figure 2: AM Before and After Cycle Count Data Comparison

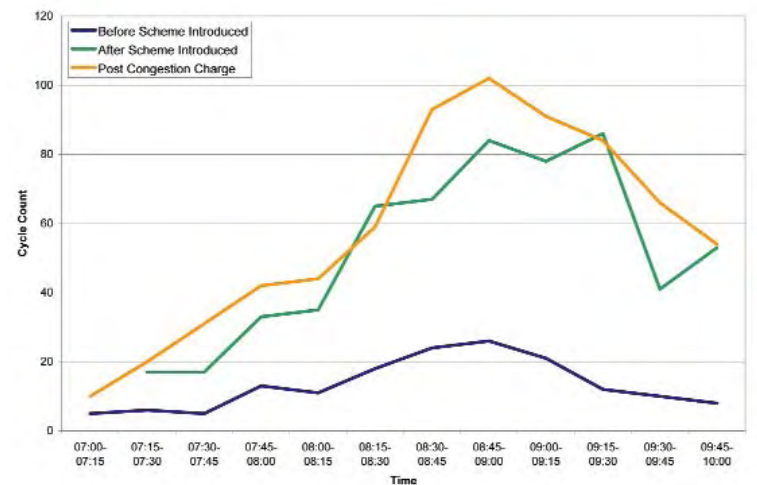
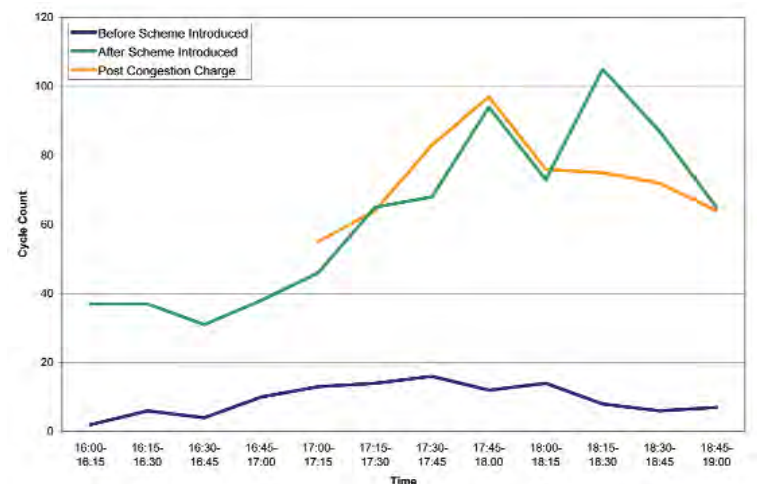


Figure 3: PM Before and After Cycle Count Data Comparison



LCN+ partnership interview

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

Norman Taylor Head of Camden Consultancy Service, LB Camden

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 projects success and worldwide recognition. Over the next several issues the LCN+ newsletter will feature interviews with key members of the major LCN+ partnership organisations.

London Cycling Campaign



London Cycling Campaign is the world's biggest urban cycling campaign. Its mission is to make London a world-class cycling city by increasing the number of people cycling and providing the best possible services to people who cycle.

LCC was established in 1978 and now has more than 10,000 members. About 800 of their members are active in 33 local LCC groups in each of the London boroughs and in the City of London. LCC is a membership led body with a board made up of volunteers. The

organisation is financed by membership subscriptions, grants and from self-generated income. In recognition of its contribution to the urban environment, LCC recently won a Liveable City Award.

LCC's campaigning work not only led to the establishment of a cycle network for London but also helped prevent major cutbacks in the TfL cycling budget. LCC has worked with partners in the voluntary sector to lobby for an increase in the budget allocations for cycling including LCN+. Recently LCC helped fight off cutbacks in cycle training budgets. In the 2004 Mayoral elections, LCC's

ten manifesto points, including funding for schools, training, cycle parking and LCN+, were accepted by the four leading candidates .

LCC is the first port of call for many new cyclists. It deals with thousands of calls a month offering callers free advice as well as a range of resources and free information on the internet. LCC's local groups organise hundreds of events every year to promote cycling and also devotes many hours of work to the LCN+ project through the CRISP (Cycle Route Implementation and Stakeholder Plan) programme.

LCC Services:

■ London Cycle Guides

Research shows that a lack of information is one of the main barriers to cycling. LCC provides clear and useful information for people who cycle and for people who are considering using a bike for the first time. LCC provided detailed input to TfL for the 19 free cycling guide maps which show designated and recommended cycle routes throughout Greater London. They are provided by TfL and can be ordered from either the TfL or LCC websites.

■ Community Cycling Projects

LCC believes cycling can be a valuable tool in improving social conditions and health in some of London's most disadvantaged communities. Community cycling projects can result not only in increased levels of cycling but address some major social concerns.

■ Free Information and Booklets

LCC also publishes 12 information booklets, covering topics from buying a new bike, to bike maintenance, to cycle security. There is also a special booklet on All Ability Cycling. These booklets can be downloaded from the LCC website (www.lcc.org.uk) and which is one of the LCC's most popular resources.

■ London Cycling Awards

To help promote best practice in cycling initiatives and cycling infrastructure LCC organises an annual competition for projects based in London. The 2006 Awards programme will include the categories of infrastructure as well as community cycling projects, workplace initiatives and initiatives for children and young people.

■ Membership Benefits



For its regular members LCC provides a range of benefits including the popular London Cyclist Magazine, free third party insurance, discounts on bikes and accessories at more than 80 shops, free legal advice and access to hundreds of cycling activities and events every year.

■ Advice for Employers

For employers, LCC provides a special affiliation program as well as a range of consultancy services. LCC is continually growing its corporate services & membership programme and are currently working with more than 30 public and private sector organisations.

LCN+ partnership interview

Tom Bogdanowicz London Cycling Campaign

What is your organisation's role in the LCN+ partnership?

LCC's prime role is to help all those Londoners who choose to cycle in London by providing practical advice and information. The more Londoners cycle the more use there will be of the LCN+ routes.

As the leading cycle user group in London LCC also provides a valuable stakeholder contact for the LCN+ project team and for local council officers. LCC members have detailed knowledge, acquired over many years of cycling, of popular cycling routes and popular destinations. They usually know about routes that cross borough boundaries or those that use little known cut-throughs. Most LCC local groups have extensive email lists and egroups and can canvas views on particular cycle routes or facilities. The voluntary involvement of local groups in the LCN+ programme shows just how committed members are to improving the conditions for cycling in London.

The reservoir of knowledge within LCC is making a key contribution to LCN+ through the CRISP (Cycle Route Implementation and Stakeholder Plans)



Photo credit: Islington Council

Left: Tom Bogdanowicz wins the commuter challenge.

meetings and members welcome the inclusion of their input by consultants. Some groups have provided detailed and well regarded route surveys to the CRISP consultants. Groups recognise that the CRISP programme is a pioneering project, and value the opportunity to provide input at an early stage. They very much hope that their contribution over the past three years will help in the implementation of better bike routes that will soon be available for all Londoners.

What are your organisation's views on the political and social climate towards cycling in London?

LCC is delighted that there is now political consensus that cycling has a major role to play in improving the capital in terms of pollution, congestion and public health. We are very pleased that targets for increasing cycling numbers have been included in the Mayor's Transport Strategy and that they are likely to be raised this year. In the Mayoral election of 2004, four of the key candidates (Labour, Lib-Dem, Conservative and Green) signed up to LCC's ten-point manifesto on cycling, which is re-produced below. We are pleased that key manifesto points are being realised and we look forward to the implementation of all of them.

LCC welcomes that cycling is now being viewed as an ideal way to get to work or go out to the shops, instead of a pursuit best left to those clad in racing bike gear. The demand for a wide variety of new bikes - from hybrids to Dutch-style bikes - reveals just how popular cycling has become.

The importance of the cyclist in London's economy was highlighted in

programme. Some LCC groups have organised pre-CRIM (Cycle Route Inspection Meeting) rides to inspect routes ahead of the official meetings with council officers, consultants and LCN+ representatives. CRISP reports are frequently discussed at local group

Left: An LCC led London Architecture ride.



“ LCC is delighted that there is now political consensus that cycling has a major role to play in improving the capital in terms of pollution, congestion and public health. ”

“ We want to involve people from all of London's communities in cycling; to improve the quality of life in the capital by increasing awareness of the benefits of cycling... ”



Left: Ken Livingstone and Debbie Allaire, chair of the LCC All Ability Cycling Group at the group's launch event.

What are your organisation's main objectives?

Among the objectives to realise the strategic aims, LCC wants to widen the appeal of cycling to families, young people and minority ethnic and socially excluded communities. We also want to bring about positive change in health, business and the environment through promoting cycling and we seek to develop cycling's key role in transport policy.

What are your organisation's long term strategy plans?

LCC has a five-year strategic plan in place. We want to involve people from all of London's communities in cycling; to improve the quality of life in the cap-

ital by increasing awareness of the benefits of cycling; to bring about the best possible services for people who choose to cycle in London; and to be leaders in urban cycling.

What is your experience of interaction with other partnership members?

As the voice of cyclists across London, LCC works closely with national, regional and local government. We regularly see the Mayor's transport advisers and senior TfL executives. We also collaborate with other cycling and walking groups like CTC, Sustrans, T2000 and Living Streets. We recently worked with CTC on the new Highway Code and provision for cycles on trains and at stations. Together with T2000, Sustrans and others we successfully campaigned to increase the TfL cycling and walking budgets by lobbying executives and producing a convincing document to make our case. We are work-

2005 when LCC organised a conference at City Hall on the provision of cycle parking. The "Profit Cycle" conference was attended by many of Britain's biggest companies, including Vodafone, Sainsbury's, Asda and B & Q and Ken Livingstone was the keynote speaker.

What are your organisation's main aims?

The LCC vision is to make London a world-class cycling city. Our strategic aims are to improve the quality of life in London for everyone by increasing cycling, to be leaders in urban cycling, to involve people from all London's communities in cycling, to bring about the best possible services for people who cycle or want to cycle in London.



Right: A bike breakfast at the Globe Theatre organised by Southwark Cyclists.

Photo credit: Southwark Cyclists



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

Tom Bogdanowicz, LCC's Director of Campaigns

"My first experience of cycling in London was in a sidecar attached to my father's tandem. I've been pedaling around the capital ever since and I've enjoyed every minute. The London cycle maps have inspired me to try new routes and I'm always finding new cut-throughs, contraflows and routes that make riding in London so rewarding. From the perspective of a bike I've seen more of life in London that I could ever see from a car."

Charlie Lloyd, LCC's Cycling Development Officer

I have cycled ever since I came to London over 30 years ago. As a student I couldn't afford bus fares into Central London, that's when I discovered cycling was the fastest, most reliable way to get around and save money. When working in the transport industry a bicycle was the only way to get to work for very early morning starts. Now my role is to work with LCC's local groups to encourage many more Londoners to enjoy the benefits of cycling



Simon Brammer (left), LCC director

"When I first came to London, I found it a daunting city. Travelling on the Northern line was a unique and unforgettable ordeal. I realised that by cycling in the city, I could avoid the hassle of public transport and see some of the most amazing sights. One of my favourites is St James's Park at dusk. Who would swap that for the Northern line?"

Lucy Davis, LCC's Community Cycling Officer

Working with community groups I've seen, at first hand, how cycling can enhance the lives of all Londoners. My work at LCC makes me the prime contact point for community cycling projects. I also help to administer CLPP grants programme in partnership with TfL. I've learned that cycling is the easiest and most liberating way of getting around the capital - it gives you a zest for life and enables you to be more independent than any other form of transport.

ing with TfL, Sustrans and others to progress improvements in London's Greenways. A Green Corridor programme was one of LCC's 2004 manifesto points accepted by Ken Livingstone.

LCC contributes to the LCN+ steering groups and local group members participate in LCN+ sector meetings and contribute to both CRISPs and CRIMs.

With the Olympics and Tour de France both coming to London, LCC has been active in trying to ensure that there will be lasting benefits from these events for London. LCC was instrumental in ensuring that a cycling legacy was included in the Olympic Agenda and we are planning a range of local group activities around the Tour de France. LCC is a member of the TfL-organised Olympic cycling and walking group.

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

As the growth in London cycling shows, most barriers to cycling can be overcome. One of LCC's prime roles in overcoming barriers is to provide people with information they need, as well as providing practical help from more experienced London cyclists. People who might be considering using their bikes may be unaware of good cycle routes or be worried about bike theft. It is important they have access to advice, information and cycle confidence training. People also need to be made aware of the benefits and pleasures of cycling and the wider benefits of increased walking and cycling for the whole of London.



Left: The Jagonari Women's Cycling Project.

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“ Cycling: good for you and good for London. ”

Photo credit: Tower Hamlets Wheelers

LCN+ case study

Waterloo Roundabout risk assessment

Waterloo Roundabout, to the immediate south of Waterloo Bridge, has been a very important and problematic spot for cyclists for many years. It has high cycle flows, high traffic flows and a poor cycle accident record. Cycle flows over Waterloo Bridge are one of the highest in London, with over 3000 cyclists per day. There are also high east-west cycle flows and high turning movements.

A bus station to the immediate south of the roundabout was constructed in 2003. It incorporates a northbound lane for cyclists with signal control enabling buses and cyclists to exit onto the roundabout under signal protection. However, the scheme did not attempt to deal with the wider problems of the roundabout and associated slip roads, which were not improved by the station.

A proposal to partially signalise the roundabout has now been prepared by TfL for implementation later this year. In such a stressed traffic environment there were a large number of problem manoeuvres to consider. A study at the early design stage included analysis of responses to a cyclists' questionnaire. This helped preliminary design consideration of the problems at the roundabout. A study of the previous cycle collision record was included.

As design neared completion a risk assessment was carried out, with all conflicting manoeuvres identified, assessed and tabulated. Categories used were Location, Problem and Risk/Comment. Risk includes probability of occurrence as well as severity of the specific risk. This logical checking of risks and conflicts is common practice within the building construction industry and is

detailed in Construction Design and Management (CDM) regulations. It allows the scrutiny of road proposals, by identifying all potential safety problems, to produce the best design. The safety and popularity of the modified roundabout will be a partial test of the effectiveness of the design procedures.

Below: Cyclists on Waterloo Roundabout.



Segregated Cycle Tracks

A study of segregated off-carriageway cycle tracks is being carried out by TfL London Road Safety Unit (LRSU) in conjunction with TfL(CCE). This is taking up the concerns raised in the omnibus TRL report about some higher than average cycle collision rates at four different types of segregated cycle facility.

The present study is primarily of segregated tracks or segregated lanes, where

design standards may be unclear or at least not LCDS compliant or nationally accepted. Junctions are already being studied by LRSU in Camden, Tower Hamlets, Hillingdon and Merton where implementation dates are known, with after-completion safety audits and accident studies being carried out.

Initial indications are that if cyclists are 'given' priority at side-road turnings with

high traffic turning flows, without the 5m set-back and associated raised table and signing, then collisions are more likely.

A report with findings and recommendations will be available in the autumn.

Below left to right: Uxbridge Road; Royal College Street, Camden; Church Street, Deptford.



LCN+ case study

Borough Officer resources LB Bexley

The LCN+ Project is getting bigger! And with it, so are many of the borough cycling teams, which manage and design the works.

When the LCN+ project started in 2002/03, £4.8M was spent across the city. This rose to £10.04M by 2005/06 and the current year sees a budget of £12.5M. The budget is likely to increase again next year as we push toward realising the Mayor's target of completing the network by 2009/10.

On average each of the London boroughs have an allocation of about £380k this year. Some have close to £1M. In a number of boroughs the LCN+ budget is as much as a third of their usual engineering works budget.

It has become increasingly difficult for one officer to be able to cope with handling hundreds of thousands of pounds worth of design, consultation and implementation on their own. To combat this boroughs have been taking differing approaches. Some boroughs are increasing in-house staff and resources, some taking on external consultants and some a combination of both.

The London Borough of Bexley is one borough that has adopted a different resourcing strategy over the past year. After struggling with a lone officer trying to implement the LCN+ budget in addition to other duties, they commissioned a consultant who set up an external design team largely dedicated to producing designs for the LCN+ in Bexley.

The design team has a dedicated Project Manager who controls the LCN+ design works, which all-

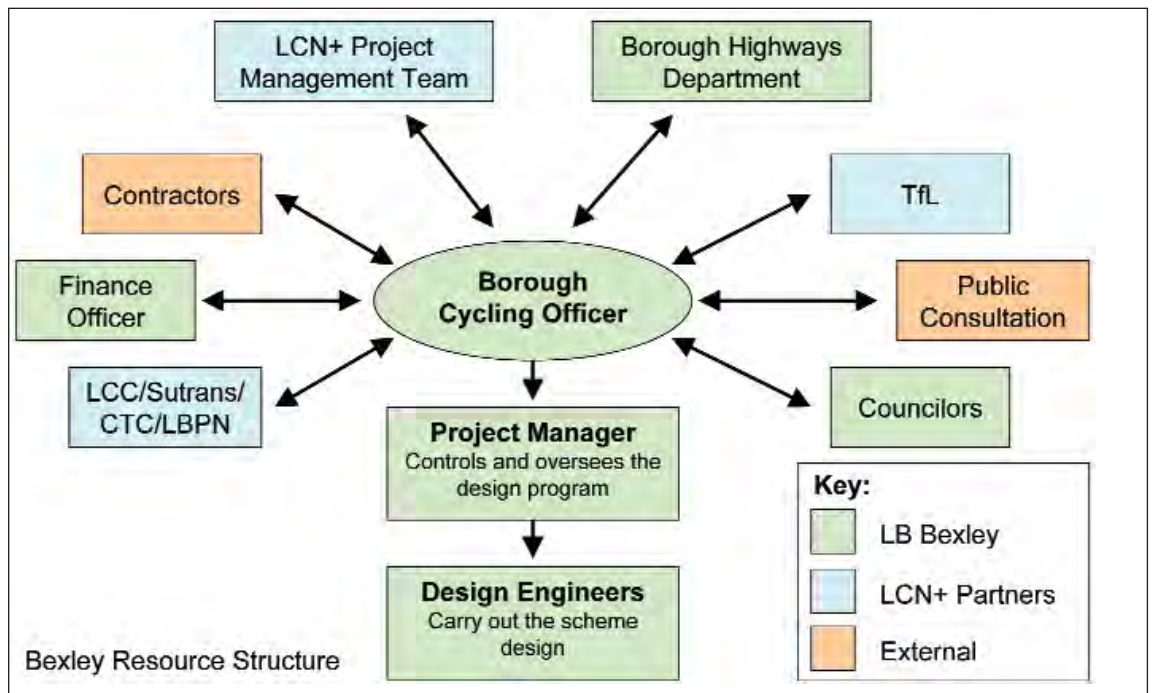
ows the Bexley Cycling Officer to take on more of a Project Co-ordinator role. The Cycling Officer is now free to spend more time working on tougher issues such as tackling barriers to completion and liaising with external bodies, such as councillors, TfL, bus groups and of course cycling groups.

The manner in which a borough is set up is a matter of what works well for the

situation. What is vitally important is that the expanding need for resources is considered as the budget increases each year.

The LCN+ Project Management team can offer assistance to Cycle Officers looking to develop a team, whether it be in-house or external, simply contact your Sector Manager.

Bottom: Bexley progress meeting.



Stakeholders

When the CRISP process was developed, one of the key requirements was the involvement of stakeholders, from an early stage, to 'identify and agree issues of concern and risks to delivery'.

The basic principle of this being that, if all those affected by the development of a cycle route were involved in the planning process from the start, then a route could be provided that would be able to be implemented (highway authority), widely used (local cyclists) and would take account of the interests of local residents, employers, landowners etc.

TfL's Cycling Centre of Excellence laid out the importance of the stakeholder involvement in their CRISP study supplementary guidance when stating,

"A successful CRISP study will take all stakeholder comments into account and reflect them in the report, while ensuring that recommendations are realistic, deliverable and follow best practice."

Wanting to ensure that this was being achieved, we decided that it was time to do some stakeholder consultation of our own, and

asked a range of those who had been involved in CRISP studies if the process was matching their expectations.

Carl Pittam, Sustrans' Regional Director for London, stated that, "the CRISP process is a major step forward in the delivery of infrastructure for cycling" and felt that the training and experience of the officers and consultants, combined with the views and day to day experience of the cyclists who actually use the facilities, can and does produce excellent results.

The theory of including the opinions of local cyclists was backed up by all of our stakeholders but was this being put into practice? Chris Ashby, a long-term member of Islington Cyclists Action Group, seemed to think so,

"Cyclists have the most to gain or lose from any changes in cycling facilities so it makes perfect sense to be fully involved right from the start...Having our views taken seriously with all of them ending up in the final report was both refreshing and gratifying."

His view that "sadly not all consultancies take this approach" showed the need for CRISP

reports to follow the brief comprehensively or risk alienating stakeholders and jeopardising the legitimacy of the report's findings.

With such an array of stakeholders, one worry might be that their own particular interests may clash with those of another. CRISP studies are there to identify what measures need to be implemented to achieve fast, safe and comfortable cycling but, at the same time, identify and balance the impacts on all road users.

TfL Senior Engineer, Simon Barnett, expressed his opinion that one of the main benefits was "being able to identify common issues", which certainly is the case on some of the key TLRN roads where space is at a premium. However, the competition for road space isn't only about cyclists and motorists. Mark Frost, LB Hounslow's School Travel Advisor, noted that it was "important to bear in mind that there should be cycle infrastructure for several different cycling groups". Cyclists come in various shapes and sizes and Mark felt that the number and variety of stakeholders involved in the CRISP benefited all cycling groups and by getting school travel planners, such as himself, involved, it can complement their existing schemes or even give ideas for new ones. This was backed up by TfL Graduate Transport Planner, Richard Hartley who points out, "it's only by actually going out on site that you can understand the barriers and opportunities".

So the message would seem to be a clear one. Stakeholders are enjoying their involvement in the studies and realise the benefits to all by working together to achieve the best possible conditions for cycling. By doing this, progress can continue to be made over the coming years but the importance of sticking to the objectives of the CRISP cannot be underestimated. A fully inclusive study with the opinions of all taken onboard should achieve great benefits for cyclists in the form of infrastructure improvements.

Below: Islington Cycle Action Group's Chris Ashby prepares for a CRIM.



Case study

Network assurance LB Hillingdon

Nigel Coates, Senior Engineer, Traffic Services, LB Hillingdon

A requirement of the Traffic Management Act 2004 is for local traffic authorities to assess the impact of cycling schemes on the capacity of the road network. Transport for London perform this function for their road network and the Strategic Road Network.

The first scheme I submitted was for an advanced stop line with a lead-in cycle lane on Uxbridge Road (LCN+ Link 94), at its junction with Hayes End Road, to enable continuity from the end of an off road cycle track back on to the carriage-way. The changes involved the 5-metre setback of the main stop line and narrowing of the general traffic lanes to accommodate the cycle lane.

The sequence of events went something like this:

22nd November 2005 09.28

I sent the notification, with traffic survey information for the junction, which had previously been collected, utilising the 'Word' form.

(Note that the 'Word' version will no longer be acceptable and 'promoter' will now need to use the on-line facility, this needs to be set up by your IT department in consultation with TfL).

22nd November 2005 12.44

The Network Assurance Team (NAT) acknowledged receipt of the notification and it was given a reference number and referred to the appropriate area team.

2nd December 2005

Following telephone discussions with the area team the survey data was sent to our borough contact at DTO Signals to assess the impact of the proposals on the capacity of the junction.

5th December 2005 16.24

DTO Signals assessment received with the following response:

'The question, is there any impact in introducing a cycle advance stop line to the west bound phase 'C' approach? The answer is yes, but very minimal. Would be best to change the C to B inter-green from 5 seconds to 6 seconds due to the

vehicle stop line being set back 5m. The impact on traffic flow would be extremely low. As the required change is so minimal I would think that a Traffic Signal Supplementary Report (TSSR) is not necessary in this instance.'

9th December 2005 13.42

'No Objection' notice received from NAT - I can go ahead with the scheme.

I anticipate introducing ASL's at a number of other junctions on Uxbridge Road this year (following the CRISP study). The junction in this case has 10% reserve capacity in the am peak and 3.1% in the pm peak and so is not particularly critical. In my experience the NAT is helpful and efficient, provide as much information as you can and they will let you know if they need more to enable an assessment to be made.



Right: Hillingdon Cycling Officer Nigel Coates (second from left) on one of his marathon bike rides which raise money for the "Bikes for Bibles" project. Nigel recently cycled 4600 miles across Canada.

Highway code changes

A revised Highway Code is out for consultation. There are a mass of minor additional points included, many of which may be helpful in clarifying guidance regarding cyclists.

Proposals include additional guidance on the use of cycle lanes and advanced stop lines (ASLs). Direction for cyclists on how to cross tram tracks is also included.

TfL has submitted a list of further suggested changes, with many that were proposed by the CCE. These include more clarification of issues related to the use of cycle facilities by cyclists, and how they should be treated by other road users, including junctions of cycle tracks with roads. We also hope that there will be more consistency between legislation (and TSRGD), design guidance and the Highway Code.

Clive Oxx awards

Last issue's Partnership Interview featured Clive Oxx of the CTC. We are pleased to report that Clive received the CTC award for Volunteer of the Year for London Region for 2005 and was runner up in the National Volunteer of the Year award.

The volunteer work, which kept Clive busy throughout the year, included his role as Secretary for CTC London Region. This included representing the CTC at meetings of Borough Cycling Officers whilst monitoring work on the LCN+ and attending the LCN+ Steering Group.

Clive is also a member of the Cycle Forum Committee working with London Borough of Sutton Highways and is CTC representative for CRISP studies as well as representing cycling and cyclists on the Transport Liaison Committee for LBS. Congratulations Clive and thanks for all the hard work.

Clive, pictured on the right in the photo below, received these Awards at the CTC Dinner and Prize giving at Cardiff University on 22nd April.



Borough Officer workshop

This years Borough Officer workshop was held at the British Library on the 5th July 2006. The day was divided into three sections: a Project Review presented by the LCN+ PM Team, a TfL update presented by CCE and workshops conducted by the LCN+ PM sector teams. The attendance of the borough officers was good with most boroughs having at least one representative present.

Topics covered in the presentations included financial procedures, the CRISP process, TSS programme, asset management and the latest version of the web-

map. The workshops offered borough officers the opportunity to tackle key project issues such as the design check procedure review, barriers to cycling and the methods and means of partnership interaction.

Information gathered from the borough officers during the workshops and Q&A sessions has been collated and is being reviewed by the LCN+ PM team and TfL(CCE). Thanks again to all those who took part.

Below: Workshop in progress.



DTO traffic signal programme update

There is a new process in place when proposing a signal related scheme.

This process involves:

1. Submit a Scheme Request Form (SRF) and provide all the relevant information on the scheme eg traffic counts, modelling, design drawings directly to the LCN+ PM Team. If the scheme already appears on the DTO baseline the borough can forward the completed SRF information direct to their DTO/TSS borough contact.
2. Where a new or varied scheme is to be placed in the programme, a change request must be initiated and submitted with a new SRF to the LCN+ PM Team.
3. The LCN+ PM Team will review all information before forwarding to the CCE's Programme Manager.
4. The CCE will forward suitable

schemes to the DTO whose Change Request Board review every 2 weeks.

- At present there are a number of slots (approximately 30) in the DTO signal programme for LCN+ schemes. However, a single scheme could take more than one slot depending upon the number of signal sites affected by the scheme.
- The programme is still not finalised however a provisional list of schemes has been prepared and most of these schemes have been presented to DTO's change request board for consideration.
- The DTO programme is published on TfL's Borough Extranet allowing borough officers to monitor progress of schemes.
- The LCN+ PM Team are keeping a close eye on the programme and will keep boroughs informed of progress and if any additional information is required.

