London Cycle Network Plus (LCN+)

Annual Report

2008/09

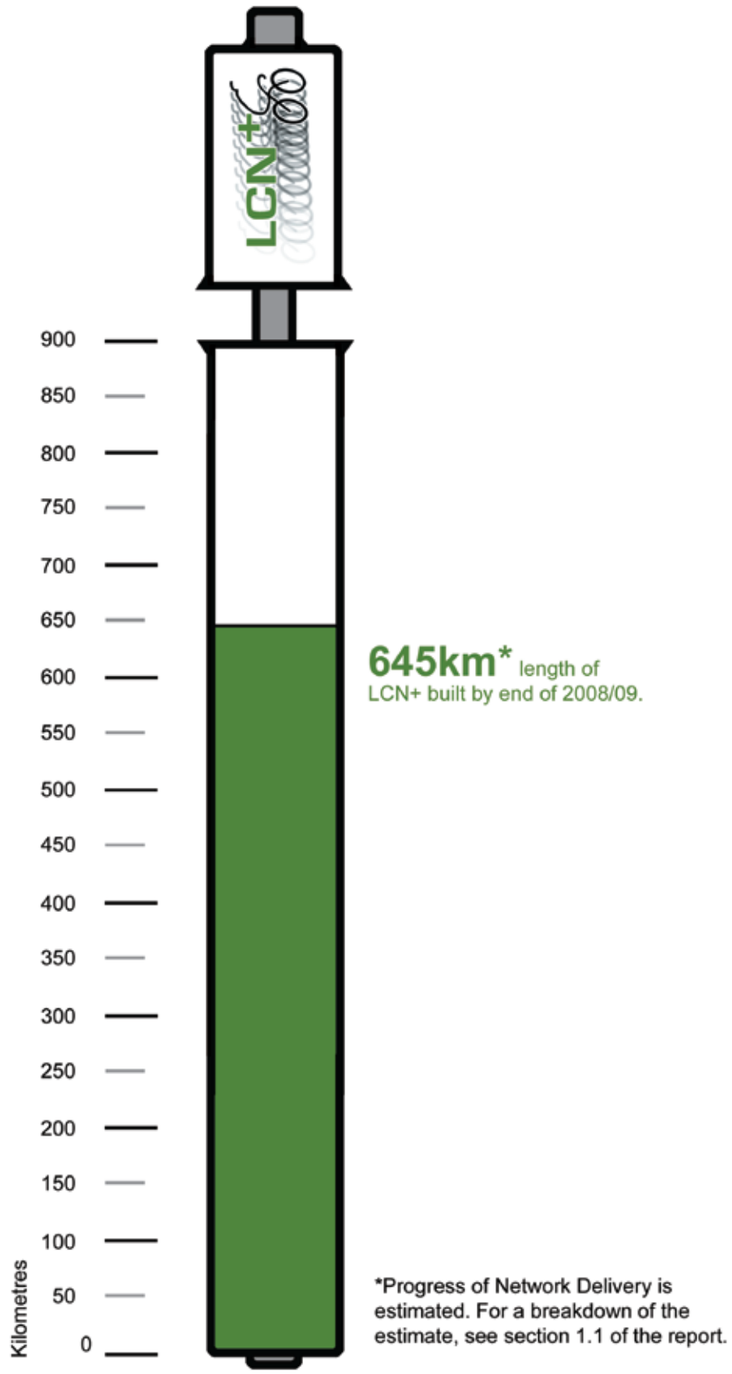
March 2010

Camden Consultancy Service | LCN+



Transport for London

Camden



Foreword by Transport for London

Cycling has come a long way in London since the LCN+ programme began in 2002. There has been significant investment to make cycling easier, safer and more attractive, whether as a means of getting from A to B, for leisure or as a way of keeping fit. Levels of cycling have more than doubled on London's major roads since 2000.

Design and delivery of the LCN+ has been a core element of this investment. This Annual Report is a testament to the hard work by the boroughs, TfL and other partners in delivering cycling improvements on the ground.

Now there is a cycling revolution underway in the Capital. The consultation draft of the revised Mayor's Transport Strategy makes crystal clear the Mayor's commitment to pedal power.

This commitment is reflected in the unprecedented levels of investment now going in to cycling. Cycle Hire and the first Cycle Superhighways are on track for delivery in the summer of 2010. These investments are being supported by funding for cycle training and cycle parking. TfL is working with the boroughs to create a step-change in cycling provision in Outer London through the development of Biking Boroughs. And the development of London's first ever Cycle Safety Action Plan will help overcome concern about road safety – a key barrier to the uptake of cycling.

The establishment of a new Directorate in TfL Surface Transport – Better Routes and Places – has created the potential for proper co-ordination of all cycling activity, both within TfL and across London.

Finally, the new arrangements for LIPs funding will give boroughs greater freedom in how they plan and deliver local priorities. The 2010/11 LIP funding guidance identified providing for cycling as a Mayoral priority. Many boroughs have indicated their intention to use LIP funding to continue delivery of LCN+ schemes through the new integrated LIP programmes.

This is the penultimate Annual Report for the LCN+ Programme, direct funding for which concludes at the end of the 2009/10 financial year. A key challenge for the next 2-3 years is to integrate the planning and delivery of the LCN+ to date into this wider cycling programme. The LCN+ route assessments and scheme delivery have been a vital component of the development of both Cycle Hire and Cycle Superhighways.

The expertise and commitment generated by the development and delivery of the LCN+ will be crucial building blocks in the transformation of London into a truly "cyclised city".

Ben Plowden
Director
Better Routes and Places

Foreword by London Borough of Camden

A significant number of quality cycling schemes were progressed by LCN+ project partners during 2008/09. Indeed, 2008/09 has been the most significant year in the life of the LCN+ project with nearly 500 schemes delivered and £20M spent by the boroughs. This level of investment was unheard of during the early days of the LCN+ project and clearly demonstrates how significantly the profile of cycling as a transport mode has risen during the past 10 years.

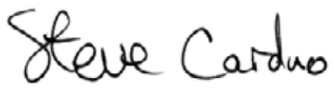
Each scheme delivered in 2008/09 has improved conditions for cycling in London and supported the growth of this safe, efficient, healthy and sustainable mode of transport. The 100% increase in cycling levels since 2000 is in no small way a result of improved conditions for cyclists through programmes such as the LCN+.

The first section of this report details the contributions towards network and asset delivery, and project expenditure for the 2008/09 financial year. This section provides a quantifiable measure of LCN+ network activity across 2008/09.

The second section offers an insight into the efforts and achievements for 2008/09 of the LCN+ project partners at the boroughs and TfL. Profiles are provided for each borough, including details of particularly significant schemes and the main challenges to implementation.

The London Borough of Camden is proud to be lead borough for the LCN+ project and help facilitate the programme towards delivery of the LCN+. We appreciate the support that project partners at the boroughs, TfL, LCC, CTC and Sustrans have provided. The extensive knowledge and experience of cycle infrastructure delivery and the strong supply-chain and stakeholder relationships developed through the LCN+ project provides a solid foundation for the transition to the new LIP programmes, Cycle Superhighways and the development of Biking Boroughs.

I would like to personally thank the officers at the boroughs and TfL who have been involved in the implementation of so many high quality schemes; the scheme profiles showcased in this document shows the engineering excellence of those involved in delivering cycling infrastructure in London.



Steve Cardno
LCN+ Project Manager

Camden Consultancy Service, London Borough of Camden

London Cycle Network Plus

Annual Report

2008/09

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Executive Summary

This report is a record of activity for the London Cycle Network plus (LCN+) project during the 2008/09 financial year.

The LCN+ is a planned 900km network of radial and orbital cycle routes across London, involving borough roads, the Transport for London Road Network (TLRN) and off-highway segments. The project seeks to provide a continuous network of high quality cycle routes across the city, providing fast, safe and comfortable conditions for cyclists, and in doing so encourage more Londoners to cycle.

Network Delivery

Cycle infrastructure was introduced on, or conditions for cycling improved, across 39.49 km of the network. This additional work raises the estimated total network complete to the end of 2008/09 to 645 km.

Asset Contribution

Physical works were carried out to construct or improve 359 assets including cycle lanes and tracks, junction improvements and cycle crossings.

Barriers

10 of the High Risk Infrastructure Barriers highlighted in the HRIB report published in January 2007, were resolved in 2008/09.

Expenditure

At the end of March 2008, 495 schemes had been progressed on borough roads with a final outturn of £19.86M. 133 schemes had been progressed on the TLRN with a final outturn of £4.54M.

Section One: Network Activity

1.0 - Network Delivery

1.1 - Contributions to Network Delivery

Total length of Network completed = 645km
12 month increase in fully implemented length since 2007/08 = 39.49km.

The total length of network completed is the total of route km delivered and Link sections assessed in CRISP studies that required no further work to meet the LCN+ objectives of being fast, safe and comfortable.

Table 1: Contributions to Network Delivery in 2008/09.

Highway Authority	Length (km)		
	CRISP/Feasibility Completed	Design Completed	Implementation Completed
Barking & Dagenham	0.00	0.33	0.00
Barnet	0.00	0.00	0.00
Bexley	0.05	6.37	0.89
Brent	0.00	1.32	1.08
Bromley	0.12	0.96	1.06
Camden	0.00	2.56	2.56
City of London	0.00	1.02	1.82
Croydon	2.26	1.68	0.00
Ealing	0.00	7.69	0.96
Enfield	0.61	2.00	0.00
Greenwich	0.24	0.53	0.05
Hackney	1.27	2.53	1.25
Hammersmith & Fulham	0.23	4.10	0.00
Haringey	0.77	2.00	0.03
Harrow	0.00	7.38	0.00
Havering	0.69	2.30	0.07
Hillingdon	0.17	7.26	2.43
Hounslow	0.63	3.11	0.00
Islington	0.00	0.26	1.10
Kensington and Chelsea	0.00	0.00	0.00
Kingston upon Thames	2.57	1.15	1.50
Lambeth	0.00	1.54	1.41
Lewisham	1.06	2.93	1.65
Merton	1.44	2.39	2.79
Newham	0.00	0.00	0.00
Redbridge	0.00	1.37	0.00
Richmond	1.77	0.81	1.55
Southwark	2.32	3.96	5.00
Sutton	0.00	4.06	1.61
Tower Hamlets	0.00	2.30	4.44
Waltham Forest	1.59	1.04	0.57
Wandsworth	0.02	3.48	0.20
Westminster	0.75	2.89	1.31
TLRN	6.83	5.00	4.16
Total	**25.39**	**86.32**	**39.49**

1.2 - Map of the LCN+

This seventh version of the network represents the latest and most accurate representation of the network in terms of alignment as the vast majority of CRISP recommended alignments have been incorporated. The LCN+ Network is shown in Figure 1

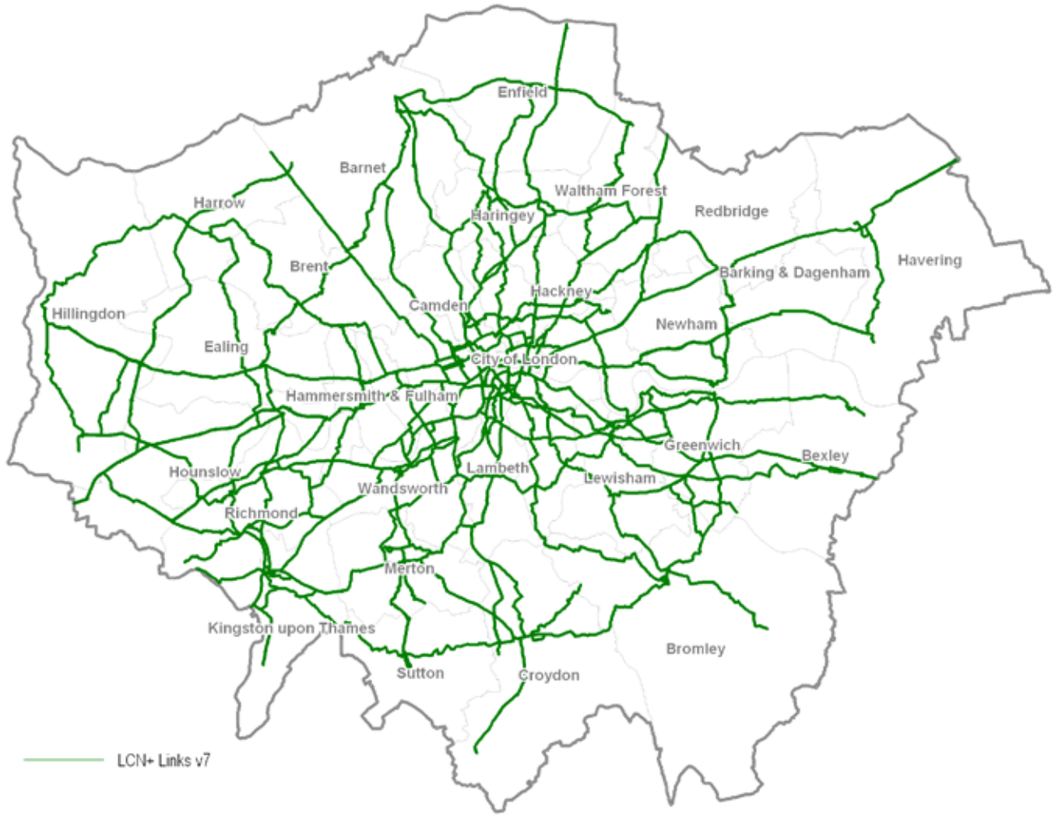


Figure 1 - LCN+ Network version 7, representing the network at the end of 2008/09.

1.3 - Map of Contributions to the Network 2001/02 to 2008/09

A map of works undertaken across the network during 2008/09 and in previous years is shown in Figure 2.

For a detailed view of all 2008/09 scheme locations please refer to the annual report section of the LCN+ website: www.londoncyclenetwork.org.uk

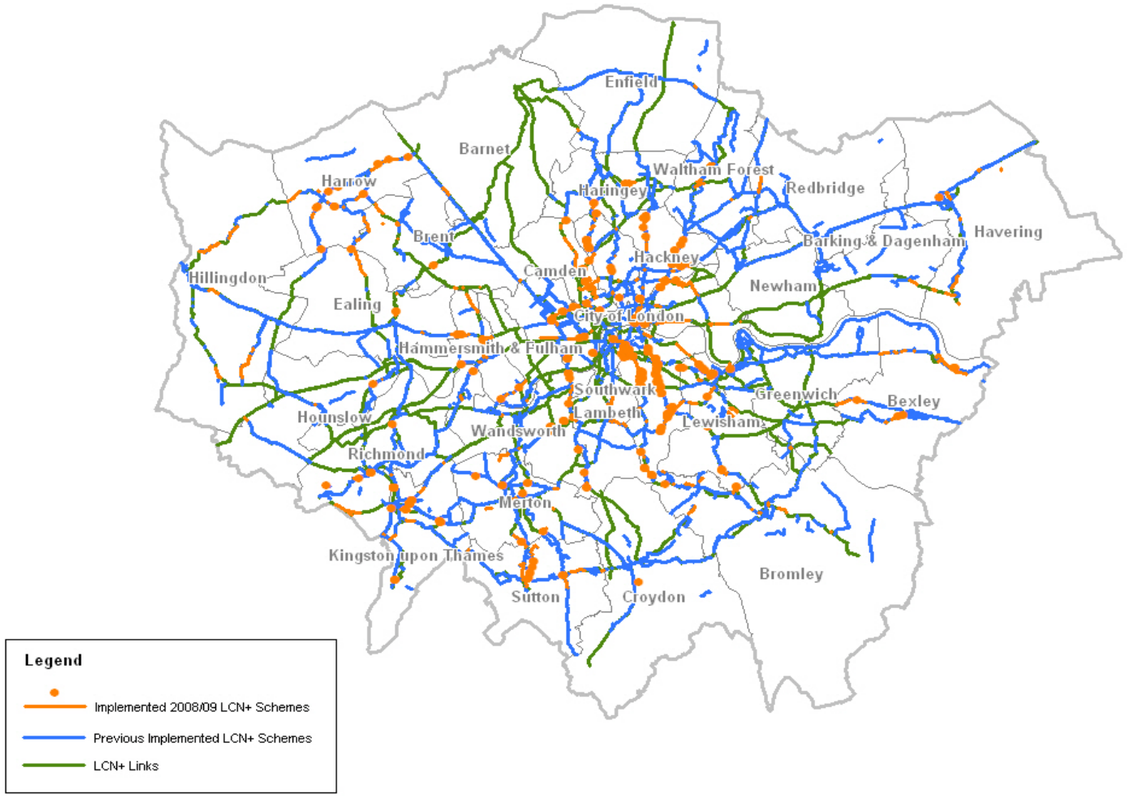


Figure 2 - Map of network activity 2001/02 to 2008/09

2 - Asset Contribution

2.1 – Asset Contribution by Asset Type

The completion of LCN+ schemes over the course of the 2008/09 financial year has delivered the following assets:

Table 2: Assets delivered through LCN+ schemes in 2008/09

LINEAR	
	**Cycle lanes** Cycle lanes provide a facility for cyclists where motor traffic volumes and/or speeds are medium or high or to by-pass queuing motor traffic. 13.93 km LCDS Chapter 4
	**Cycle tracks** Provided off the carriageway usually within the public highway. 3.70 km LCDS Chapter 4
	**Shared paths with pedestrians** Paths shared by cyclists and pedestrians, usually away from the highway. 2.22 km LCDS Chapter 4
	**Motor traffic speed reduction Measures** Include vertical (sinusoidal humps, speed cushions etc) and horizontal (traffic islands, chicanes and kerb build-outs) deflections and speed limit reduction. 3.73 km LCDS Chapter 3
	**Signage and road markings** Signs and surface markings communicate advisory, regulatory and route direction information. 13.61 km (asset type and layout unchanged so no contribution to completed route length). LCDS Chapter 6
	**Surface/condition upgrades** Rectification of potholes, rutting and other surface defects by, for example, patching or resurfacing and trench reinstatements. 8.53 km (asset type and layout unchanged so no contribution to completed route length). LCDS Chapter 7

	**Other** Other linear treatment that improves cycle conditions and not included in other categories (e.g. changes to vehicle parking/loading). 2.87km LCDS Chapter 3

JUNCTIONS	
	**Signal Works (treated and provided)** At signal controlled junctions, vehicle and pedestrian movements are controlled to manage competing demands. 6 assets LCDS Chapter 5
	**Junction horizontal geometry** Horizontal deviations are used to improve sight lines or reduce motor vehicle speeds. 60 assets LCDS Chapter 5
	**Entry treatments** Entry treatments may include narrowing side road carriageway, tightening kerb radii and raising the carriageway. Contrasting paving is used to raise awareness. 114 assets LCDS Chapter 3
	**Roundabouts Treated** Treatments may include, controlling entry, circulatory and exit speeds, reducing unused carriageway space, including reducing the number of approach lanes, providing an alternative route or bypass; conversion to signal control. 2 assets LCDS Chapter 5
	**Advanced stop line boxes** Cycle ASLs and complementary facilities help to give cyclists priority at signalised junctions and raise driver awareness of cyclists. 67 assets LCDS Chapter 5

CROSSINGS	
	**Signalised (treated & provided)** Signal controlled crossings connect sections of off-carriageway cycle tracks or allow cyclists to cross busy roads. 6 assets LCDS Chapter 5
	**Non-signalised** Priority is usually indicated by give-way or stop signs and associated markings. Improvements for cyclists can be introduced through provision of islands, change of priority and horizontal or vertical alignment changes. 2 asset LCDS Chapter 5

ACCESS	
	**Cycle gap** A cycle gap allows cyclists to pass a restriction on motor vehicles. 5 assets LCDS Chapter 3
	**Point no entry** Point closures are used to close motor vehicle access to a street (one-way or two-way) while retaining cycle access. 4 asset LCDS Chapter 3
	**Cycle access improvements** May include provision of access for cyclists through pedestrianised areas. 62 assets LCDS Chapter 3

STRATEGIC SEVERANCE	
	**Strategic Severance** May include new or improved subways / bridges under or over waterways, roads or railways, land purchase or securing right of access. 4 assets LCDS Chapters 2 and 7

Note 1: 6 cycle parking spaces were delivered as ancillary elements of 2 borough LCN+ Schemes.

Note 2: The design of schemes illustrated in this document is the responsibility of the relevant highway authority.

Note 3: 15 junction, 6 crossing and 2 access assets were implemented on the TLRN. These assets have not been broken down into specific asset type for this report but are included in total figures.

2.2 – Asset Contribution by Highway Authority

Table 3: Assets delivered 2008/09

		Number of Delivered Assets			
	Linear Measures (Km)	**Junctions**	**Crossings**	**Access**	**Other**
Barking & Dagenham	0.00	0	0	0	0
Barnet	0.20	0	0	0	0
Bexley	0.40	15	0	4	0
Brent	2.60	11	0	2	0
Bromley	0.60	9	1	9	1
Camden	2.62	17	0	6	4
City of London	0.43	3	0	4	0
Croydon	0.55	5	0	0	0
Ealing	0.23	3	1	2	0
Greenwich	0.00	0	0	2	1
Hackney	0.31	17	0	6	0
Hammersmith & Fulham	1.52	16	1	0	0
Haringey	0.17	24	0	2	0
Harrow	2.63	20	0	0	0
Havering	0.45	2	0	0	0
Hillingdon	3.49	5	1	0	0
Hounslow	0.63	1	0	0	0
Islington	3.61	9	0	5	0
Kingston upon Thames	3.40	2	0	3	0
Lambeth	2.22	18	0	4	0
Lewisham	0.00	6	0	1	2
Merton	1.68	8	0	6	0
Newham	0.05	0	0	0	0
Southwark	0.07	5	1	5	0
Sutton	0.80	10	0	1	0
Tower Hamlets	5.66	8	1	3	1
Waltham Forest	4.13	3	0	0	0
Wandsworth	3.63	0	1	1	0
Westminster	6.51	32	1	5	1
TLRN	1.67	15	6	2	0
Total	**50.26**	**264**	**14**	**73**	**10**

Note: “Other” asset counts are derived from Bridges (Strategic Severance), land purchase and cycle parking.

3.0 – CRISP Studies

3.1 - CRISP Process

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. It allows stakeholders to contribute to scheme development at an early stage. CRISP study recommendations are the basis for the delivery programme.

The CRISP process consists of the following stages:

Stage 1: Pre CRIM Report
Assessment of existing information.

Stage 2: Cycle Route Inspection Meeting (CRIM)
Site visit, including all key stakeholders, to review existing conditions and assess barriers for cyclists along the Link.

Stage 3: Draft CRISP Report
Production of datasheets for each section/element that needs addressing along the Link, a schedule of estimated costs and a proposed programme of works. It should also address any route verification issues. This stage also includes the draft CRISP review meeting.

Stage 4: Final CRISP Report
Amendment of the Draft CRISP Report taking account of feedback on the report from key stakeholders.

Photo 1: A Cycle Route Inspection Meeting in progress.

3.2 – CRISP Progress Summary

Table 4: CRISP summary

Financial Year		Programmed	Commissioned	Draft	Final
2003/04 to 2006/07	No. Links				227
	km				806.48
2007/08	No. Links				34
	km				93.3
2008/09	No. Links				5
	km				2.83
2009/10	No. Links	9			
	km	43.24			
Total	**No. Links**	**9**			**266**
	km	**43.24**			**902.64**

Overall network length is currently 950km.

4 Links with a total Link length of 4.49km did not undergo the CRISP process as feasibility studies were undertaken instead.

Three boroughs; Barnet, Kensington & Chelsea and Westminster have reviewed conditions for cycling on some of their links using their own methodology. Where clear recommendations have been received the reports have been classified as at Final stage. Links which do not yet have clear recommendations are classified as being at programmed stage in the table above.

A Master Schedule of all LCN+ Links showing the progress of CRISP studies against milestones is available on the LCN+ website - www.londoncyclenetwork.org.uk.

3.3 – CRISP Studies undertaken in 2008/09

With regard to the CRISP Programme, 266 of the 279 Links have had CRISP studies completed. This covers 903km of the network.

A map of the CRISP Studies undertaken during 2008/09 is shown in Figure 3 below.

Figure 3 - CRISP Studies undertaken across the network during 2008/09

4 - Infrastructure Barriers

4.1 – Overview of High Risk Infrastructure Barriers

The LCN+ High Risk Infrastructure Barrier (HRIB) report was issued in January 2007, and highlighted 140 locations ranging from complex and busy junctions and gyratories to narrow road spaces, bridges and one-way streets. The HRIBs were identified so as to ensure the relevant authorities could target resources to improve conditions at the barrier locations by the end of 2010.

The LCN+ Project Management team monitor and manage the resolution of the HRIBs.

4.2 – Status of High Risk Infrastructure Barriers during 2008/09

Of the 140 total HRIBs, 73 were the sole responsibility of boroughs. By the end of 2008/09 work had been undertaken for 30 of those borough barriers. The current status of those 30 schemes is shown below. 16 of the barriers originally highlighted have been downgraded in status as they are no longer considered to be a significant barrier to cycling.

LCN+ HRIB Progress – Borough programme		
Feasibility	**Design**	**Implementation**
19	8	3

The remaining 67 barriers are the responsibility of TfL as they fall on the TLRN. By the end of 2008/09 work had been undertaken on 41 of those barriers.

LCN+ HRIB Progress – TLRN programme		
Feasibility	**Design**	**Implementation**
34	0	7

5 - Expenditure 2008/09

5.1 - Allocation and Outturn

The total outturn spend for LCN+ in the 2008/09 financial year was £24.4M (£19.86M borough, £4.54M TLRN).

Table 5. Allocation and outturn spend by Borough and TfL in each borough.

Borough	Original Allocation (£k)	Final Outturn (£k)
Barking & Dagenham	120,000	170,000
Barnet	50,000	39,500
Bexley	335,000	685,000
Brent	463,000	857,900
Bromley	581,000	595,550
Camden*	1,517,000	1,936,460
City of London	795,000	429,000
Croydon	515,000	296,000
Ealing	640,000	614,000
Enfield	230,000	96,490
Greenwich	500,000	431,000
Hackney	867,250	718,000
Hammersmith & Fulham	725,000	777,350
Haringey	802,000	756,630
Harrow	665,000	1,288,410
Havering	444,500	379,500
Hillingdon	866,000	823,130
Hounslow	725,000	242,000
Islington	910,000	758,850
Kensington and Chelsea	108,000	16,000
Kingston upon Thames	585,000	384,500
Lambeth	858,000	1,084,800
Lewisham	578,000	575,540
Merton	613,000	707,700
Newham	300,000	134,000
Redbridge	467,000	405,490
Richmond	725,000	895,000
Southwark	799,500	990,000
Sutton	322,000	331,000
Tower Hamlets	595,000	517,500
Waltham Forest	452,000	469,880
Wandsworth	662,000	333,000
Westminster	885,000	1,118,100
TLRN	5,000,000	4,540,000
Total	24,700,250	24,397,280

1. Sector Leader fees of £15k each are included for Bromley, Camden, Hammersmith & Fulham, Haringey and Richmond.
2. *Project Management fees of £844k are included in LB Camden's allocation.

Section Two: Highway Authority Overview

6.0 Highway Authority Overview

6.1 Borough Officer Overview and Scheme Profiles

Glossary of Terms

This section of the report represents a summary of network activity within each borough for 2008/09. Each Borough Officer has provided a written overview of their borough's progress and activities during the year. A scheme profile is provided that details a significant LCN+ scheme implemented or progressed during the year.

The Borough officer text may not necessarily represent the position of TfL or LCN+ PM.

Photos: All photos aim to highlight the implemented assets, and where possible show cyclists using the new facility. The photo chosen is the best representation of the scheme at the time the report was being compiled. For boroughs where no LCN+ schemes were implemented during the year, examples of design and other preparatory work have been included.

Scheme Code: This is a unique identifier used by TfL Borough Partnerships to track an individual scheme's budget allocation and progress.

Link Number: Each borough has unique Links which form part of the network. Links can be both orbital and radial and usually run between borough boundaries. All LCN+ Links have been identified as strategic routes for cycling.

Scheme Profile Location: The exact location of the scheme is represented here. "Junction with" has been shortened to "j/w".

Description: A short description of the scheme in terms of assets delivered and benefits to cyclists. The London Cycling Design Standards are used as a reference for all technical descriptions.

Cost: The total cost of the scheme at the time of this reports publication. This is subject to change in some cases as the financial claims and accruals deadline is often after the submission of this report.

Length: For implemented schemes this figure refers to the route length of the scheme. In the case of designs and feasibility studies the study area length is shown.

*Spur schemes or off-network schemes do not contribute to overall network completion length.

2008/09 Schemes: A list of all the 2008/09 LCN+ schemes with project phase information (FCDI) can be found in the Annual Report section of the LCN+ website - www.londoncyclenetwork.org.uk

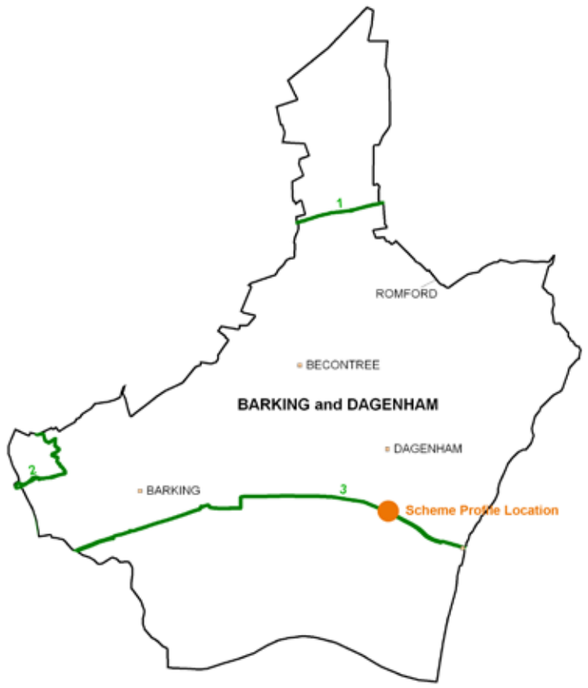
London Borough of Barking & Dagenham

Borough Officer: Nick Davies

The main focus for 2008/09 was the improvements to the East-West LCN+ Link 3, highlighted within the CRISP reports, running through the south of the borough. Work included implementation of route signage throughout the entire length of Link 3. The most significant scheme has been the development of improvements to the Heathway Junction with A1306. This scheme involves significant traffic signal improvements and so we have been working closely with TfL's Department of Traffic Operations. The scheme will continue as an LCN+ scheme in 2009/10 with implementation programmed for the 1st half of the financial year.

Through improved working with the borough traffic engineers and quality contractors, together we have successfully implemented the majority of this year's planned works. Liaison with a range of in-house departments is an essential component of successfully delivering the LCN+ within the borough, although when necessary we do enlist the assistance of consultants.

LCN+ Links in borough



As a result of improvements to key cycle Links, there is a noticeable increase in the number of cyclists on the borough's network, with key indicators such as increased use of cycle parking facilities in the shopping centres, railway and underground stations.

Despite the internal re-organisation and a slow start to last year's works, the borough successfully delivered a number of key LCN+ cycle facilities finishing the financial year strongly. This momentum has been continued into the early part of 2009/10.

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
2	0.00	0.00	0.00	30,000
3	0.00	0.33	0.00	130,000
n/a	0.00	0.00	0.00	10,000
Total	**0.00**	**0.33**	**0.00**	**170,000**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: A1240 Heathway j\w A1306 New Road **Scheme Code:** BS\08\LCN\BKG.04

Cost: £70,000

Existing conditions:

- Shared use path installed on part of the route in 2006/07
- Footpath surface in poor condition
- Relatively low pedestrian movements

Scheme details:

- Toucan crossings on all arms
- Improved cycle access to/from all directions
- New shared use areas opening up this section of the Link

Location

The scheme is located on Link 3 (part of LCN Route 13) in the London Borough of Barking & Dagenham. Link 3 is an east/west route running between New Road on the boundary of LB Havering in the east and Alfred's Way on the boundary of LB Newham in the west. Link 3 connects New Road at the junction with Heathway via a short section of shared use footway from Goresbrook Road.

Background

The original CRISP study for Link 3 covered part of Goresbrook Road, but at the time the A1306 was not suitable for cycling. The A1306 has since been de-trunked and new bus lanes have been provided which has vastly improved conditions on this section. TfL therefore agreed to realign this section of Link 3 onto the A1306. This is a major scheme to make cyclists' access through the junction possible. The scheme has been planned since 2007/08 and was due to be completed by the end of 2008/09. Unfortunately various delays meant that the scheme has continued into 2009/10 with a further £190k being provided to complete the works on-site.

Design details and considerations

This is a major junction in the borough which constituted a major barrier to cycling from the west of the borough to the east towards LB Havering. The main aspects of the scheme were to upgrade all arms of the junction to have toucan crossings while providing shared use areas around the junction so that cyclists can legitimately cycle in all directions. Existing traffic and pedestrian refuge islands also needed widening to bring them up to standard for shared use. One challenge to this scheme has been to try and maintain traffic flows during the works. Our contractors have been working closely with DTO to try and minimise disruption to the traffic in the area.

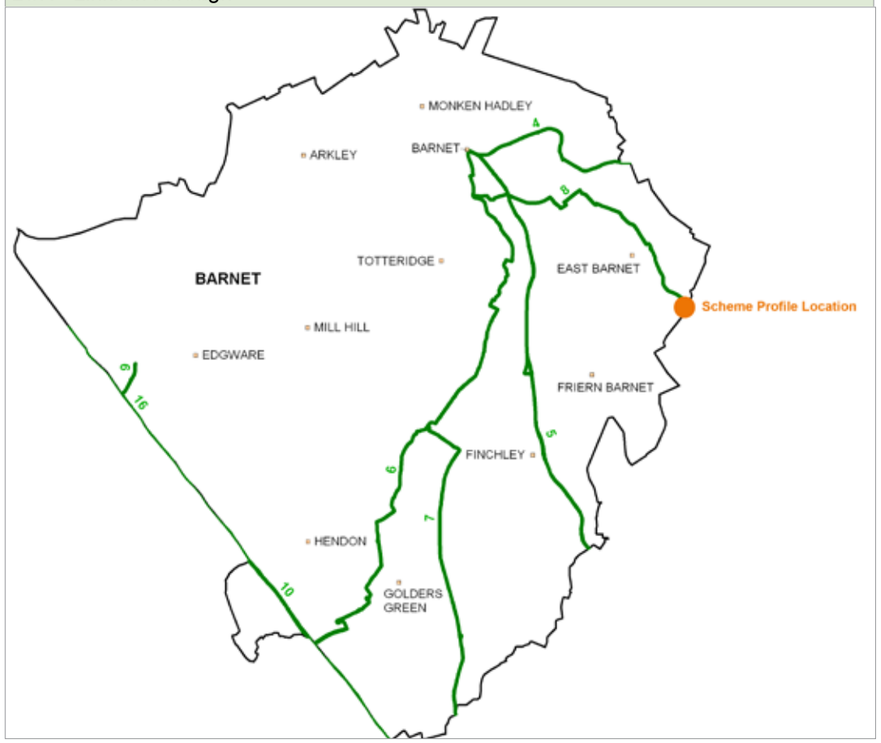
Feedback

During construction members of the public have expressed interest in the works. Cyclists already use the crossing illegally and the new works will certainly improve conditions for them as well as attracting new cyclists.

London Borough of Barnet

Borough Officer: None in post at time of report collation

LCN+ Links in borough



Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
4	0.00	0.00	0.00	1,500
5	0.00	0.00	0.00	1,500
7	0.00	0.00	0.00	1,500
8	1.40	0.00	0.20	31,000
9	0.00	0.00	0.00	2,500
10	0.00	0.00	0.00	1,500
Total	**1.40**	**0.00**	**0.20**	**39,500**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Waterfall Walk

Scheme Code: BS\08\LCN\BNT.08

Location

The scheme is located on Link 8 in the London Borough of Barnet. Link 8 is a north/south route running between King George V Playing Fields at the intersection with Link 6 (LCN Route 85) in the north and Waterfall Road on the boundary with LB Enfield in the south.

Cost: £31,000

Background

Waterfall Walk is an off-road shared use path running adjacent to Pymme's Brook through Brunswick Park. The London Borough of Barnet carried out a review of conditions for cycling on Link 8 in 2008/09. This review identified surface regularity and drainage issues on Waterfall Walk, particularly on the southern section of shared use path between Bridge Way and Waterfall Road.

Existing conditions:

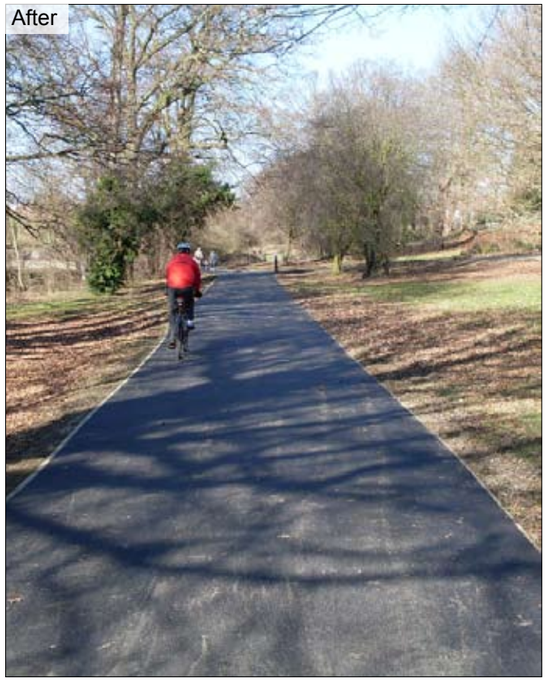
- Narrow shared use path
- Poor surface regularity
- Drainage issues
- Cyclist & pedestrian conflicts

Design details and considerations

The scheme involved reconstruction of the shared use path between Bridge Way and Waterfall Road. The width of the path was increased slightly and edgings were installed to improve the integrity of the path. The completed works have improved surface regularity and also addressed drainage issues. Access to the shared use path has also been improved from Pymme's Green Road and Hampden Way via Bridge Way through additional path reconstruction works. The improvements delivered by this scheme have made this section of Waterfall Walk more comfortable and attractive for cyclists and pedestrians.

Scheme details:

- 3m shared use path
- Path reconstruction
- Access improvements



London Borough of Bexley

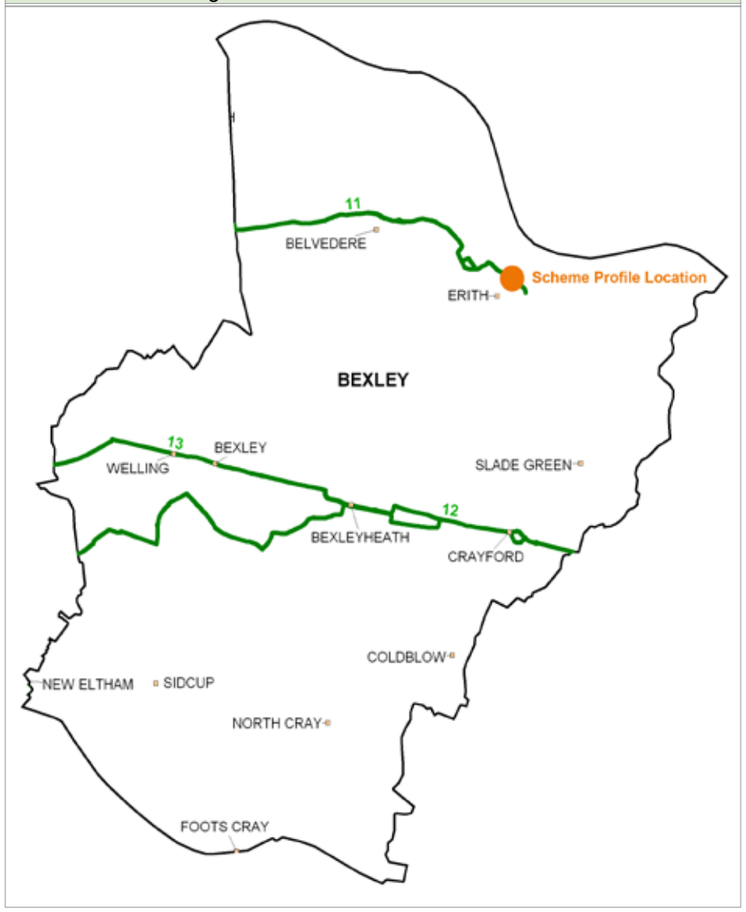
Borough Officer: None in post at time of report collation

Development of the LCN+ schemes is managed within the Traffic & Road Safety Group within Transport and Traffic Services. Schemes are progressed from the CRISP reports as joint projects between the council and a dedicated team at our term consultants. Once consultation and approvals have been completed, the detailed designs are passed to our Highways & Amenities Department to supervise implementation through their term contractors.

As with most of our traffic schemes the designs try to include benefits for all road users, such as improvements for walking, and reducing road widths to encourage reduced vehicle speeds. Recent projects have focussed on taking cyclists off busy carriageway lanes onto widened segregated footways, and a great deal of effort is carried out into bringing old lanes up to current standards. Where appropriate, the running surface is renewed to provide smooth and hazard-free lanes. In a couple of cases the route alignment has been revised to either provide a more direct facility or to by-pass busy sections of road. This approach should provide safer facilities for both confident and less-confident cyclists. .

As our term-consultants also work on schemes for a number of other authorities, they bring this experience to use in Bexley. In addition, they work on a range of projects across different departments within the borough, which enables them to incorporate treatment for all road users in all schemes, rather than just tackle the base purpose of the commission. Regular meetings help track development progress and the sharing of knowledge and legislative changes ensures we are all kept up-to-date on standards. The LCN+ team provide useful information at review meetings and ad-hoc feedback on feasibility designs.

LCN+ Links in borough



Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
11	0.00	2.15	1.58	420,000
12	0.05	1.66	1.60	186,500
13	0.00	2.57	0.00	71,500
Total	**0.05**	**6.37**	**0.89**	**678,000**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: West Street **Scheme Code:** BS\08\LCN\BEX.01

Location

The scheme is located on Link 11 in the London Borough of Bexley.

Background

Link 11 is an east/west route, running from Erith Yacht Club in the east to the boundary of LB Greenwich at Abbey Wood station in the west. West Street is a busy two way distributor road heading towards Erith Town centre. There were some facilities for cyclists, but they were often discontinuous and almost all were substandard. Cycle gaps at a priority junction for oncoming traffic created pinch points as they were below the minimum of 1.5m. Cycle lanes were too narrow and a mini roundabout along the route did not deflect vehicles enough to reduce speeds. Stakeholders highlighted the need for improved facilities during the 2005 CRISP.

Design details and considerations

The borough wished to keep the existing priority pinch point as it was felt it offered speed reduction benefits along West Street. A design which included 1.5m wide cycle bypasses with a narrowed carriageway was drawn up. An entry treatment at Macarthur Close was provided as well as alterations to a mini roundabout to provide increased vehicle deflection and further reduce speed.

Cost: £65,000

Existing conditions:

- Sub-standard cycle facilities
- Poor road surface
- High motor traffic speeds

Scheme details:

- Enhanced cycle facilities
- Traffic calming
- Surface upgrades

London Borough of Brent

Borough Officers: Jared Plumridge and Ben Bishop

We are situated within the Transportation Service Unit of the LB of Brent and in-house resources are used for the design and supervision of schemes.

The main challenge for delivery of cycling facilities in 2008/09 has been ensuring schemes were progressed within the required time frames, we were able to successfully address this challenge by forming a strong project management team.

Work on Draycott Avenue has reduced conflicting movements between cyclists and motor vehicles and so we expect cycle accidents along this road to be reduced.

The LCN+ PM team helped acquire a late 2008/09 funding allocation that enabled the Watford Road (south) scheme to be implemented. This was of significant importance as the scheme was not implemented in 2007/08 due to insufficient funding and it was not initially included within the 2008/09 programme.

LCN+ Links in borough

Watford Road South Scheme

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
15	0.00	0.25	1.08	234,703
16	0.00	0.07	0.00	11,203
17	0.00	0.00	0.00	0
18	0.00	0.05	0.00	120,985
19	0.00	0.94	0.00	300,052
n/a	0.00	0.00	0.00	95,789
Total	**0.00**	**1.32**	**1.08**	**762,732**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Draycott Avenue

Scheme Code: BS\08\LCN\BRE.19

Cost: £81,639

Existing conditions:

- Speed cushions
- Traffic islands
- Discomfort for cyclists

Scheme details:

- Sinusoidal road humps
- Raised tables
- Raised entry treatments

Location

The scheme is located on Link 15 in the London Borough of Brent. Link 15 is a north/south route (part of LCN Route 45) running between Kenton Road at the boundary with LB Harrow in the north and Harrow Road at the boundary with Kensington & Chelsea in the south.

Background

Draycott Avenue was a two-way street with traffic calming features in the form of speed cushions and traffic islands. These speed cushions were deemed to be uncomfortable for cyclists due to the narrow carriageway widths between the footway and traffic islands. A CRISP study was undertaken in 2005/06 and this identified replacing the speed cushions on Draycott Avenue with sinusoidal road humps.

Design details and considerations

The scheme was designed in accordance with the guidance provided within the London Cycling Design Standards (Chapter 3). The completed works consist of a mixture of cycle friendly sinusoidal road humps, raised tables and raised entry treatments at side road junctions.

Feedback

The local campaign group, LCC in Brent played a key part in the development of this scheme and is very pleased with the outcome.

Before

After

Before

After

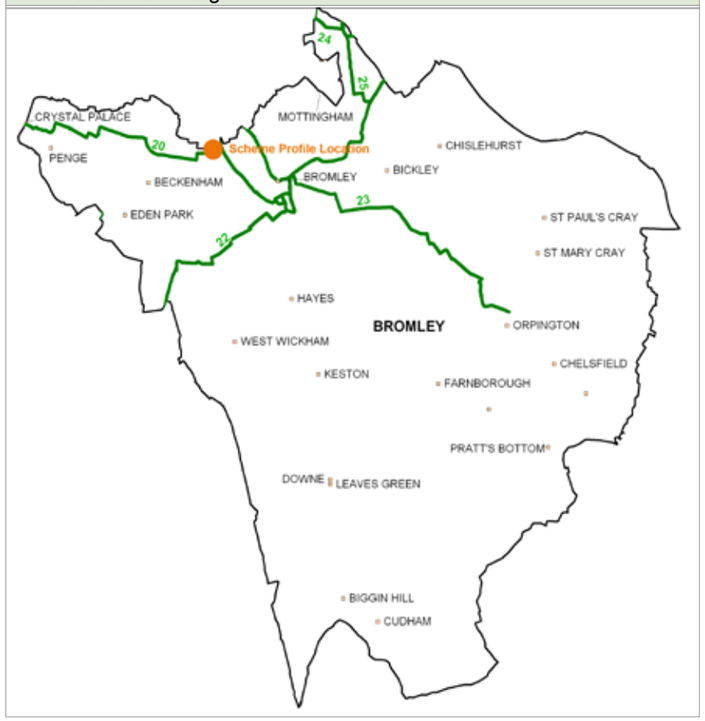
London Borough of **Brent**

London Borough of Bromley

Borough Officer: Malcolm Harris

I run a team of 4 people who assist with the design, consultation and implementation of cycle and walking schemes. I also liaise with committee members and enlist the help of consultants for specific tasks, such as the Crab Hill scheme. Partnership working with TfL, LBPN and Seltrans also help to focus funding streams into areas where it might be difficult to otherwise make progress on schemes, particularly around rail stations. Since the inception of the LCN+ I have witnessed a growth in cycling of over 50% in this borough. Many of our residents are now cycling to work. This is evidenced by the increased demand for cycle parking at all our stations, street locations and here at the Civic Centre in Bromley. I am getting more e-mails from residents requesting cycle maps and more infrastructure improvements to cycle routes. The work place travel plans are also improving cycle numbers within the borough.

LCN+ Links in borough



Link 23 improvement scheme

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
20	0.12	0.87	0.52	368,550
22	0.00	0.07	0.00	27,000
23	0.00	0.00	0.45	150,000
25	0.00	0.02	0.09	35,000
n/a	0.00	0.00	0.00	15,000
Total	0.12	0.96	1.06	595,550

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Crab Hill

Scheme Code: BS\08\LCN\BRO.01

Cost: £150,000

Existing conditions:

- Un-adopted private road
- Very poor surface quality
- No footway provision
- Problems at junctions
- Green chain walk
- Bus funding issues

Scheme details:

- Private road adopted
- 0.60 km of new road built
- Junction improvements
- Improved sight lines
- Lighting

Location

The scheme is located on Link 20 in the London Borough of Bromley. Link 20 is an east/west route, running from Crystal Palace Parade at the intersection with Link 177 on the boundary of LB Southwark in the west, and Masons Hill at the intersection with Link 22 near Bromley South Station in the east of the borough.

Background

In February 2006 Stakeholders identified a number of problems with the existing alignment of the LCN+ route in Downs Hill and the two junctions at Ravensbourne Avenue and Foxgrove Road. Both were very protracted and acute angled junctions and Downs Hill was also very steep when cycling towards Foxgrove Road. It was decided that the preferred alignment was Crab Hill. However it was in a very poor condition to be part of the LCN+. The carriageway was unmade, potholed and suffered from poor drainage and was generally unsuitable for cycling. Prior to Borough boundary changes in 1994, the majority of Ravensbourne Avenue was in the London Borough of Bromley, whilst the subject part was in the London Borough of Lewisham. The part of the street in Bromley was made up and adopted between 1965 and 1966, but the length in Lewisham remained unmade and un-adopted. Crab Hill and Ravensbourne Avenue are now fully within the London Borough of Bromley and have always been a source of complaints about their general condition, poor footways and also poor lighting.

Design details and considerations

Funding was received via various pots of money from TfL such as the LBPN and the LCN+ and the scheme was very well supported by members at Bromley as it was considered to be very beneficial.

The works which fundamentally involved construction of a new section of public highway were carried out under the provisions of the Private Street Works Code under two distinct resolutions, a First Resolution giving details of those aspects of the street with which it is dissatisfied and a further Resolution, a Resolution of Approval.

As an additional consequence, bus number 354 will be re-routed to take passengers directly to Ravensbourne railway station. The scheme has also provided a much improved route for walkers on the Green Chain Walk, with walks through to Beckenham Place Park.

Before

After

London Borough of **Bromley**

London Borough of Camden

Borough Officer: Dave Stewart

Our focus as a team was the progression of cycling schemes from feasibility through to implementation as recommended in various completed CRISP studies. A team of 5 Engineers, managed by myself, are responsible for progressing schemes from their conceptual stage through consultation, detailed design and finally to implementation. In certain instances, particularly in cases of signal design, consultants are engaged to prepare modelling data for presentation to the signal section at TfL. The team liaise with local Ward Councillors and Committee members to ensure that there is clarity of the scheme objective.

Camden, though faced with many challenges where recommendations from the CRISP studies were not feasible, successfully implemented a wide range of LCN+ schemes to the point of exceeding the original allocated budget. Camden is well on its way to completing the LCN+ routes within the borough.

LCN+ Links in borough

Highgate West Hill Scheme

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
26	0.00	0.00	0.41	53,625
27	0.00	0.88	1.16	202,022
28	0.00	0.06	0.33	464,628
29	0.00	1.62	0.00	19,208
30	0.00	0.00	0.02	104,106
31	0.00	0.00	0.04	86,247
50	0.00	0.00	0.00	10,312
PM fee	0.00	0.00	0.00	859,325
Multiple	0.00	0.00	0.00	30,445
n/a	0.00	0.00	0.61	198,439
Total	**0.00**	**2.56**	**2.56**	**2,028,357**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Royal College Street j/w Crowndale Road **Scheme Code:** BS\08\LCN\CAM.25

£301,857

Existing conditions:

- Signalised parallel crossing for cyclists and pedestrians
- Segregated cycle facilities
- Streetscape clutter issues
- Problems with desire lines
- Cyclist & pedestrian conflicts

Scheme details:

- 2.5m segregated cycle track
- Carriageway resurfacing
- Footway enhancements
- Junction alignment amended
- Traffic signals renewed
- Access improvements

Location

The scheme is located on Link 28 in the London Borough of Camden. Link 28 is a north/south route (part of LCN Route 6) running between York Way on the boundary with LB Islington in the north and Drury Lane on the boundary with the City of Westminster in the south.

Background

Royal College Street is a one-way street for northbound motor vehicles. The London Borough of Camden originally implemented a two-way segregated cycle track on Royal College Street between Crowndale Road and Georgiana Street in 1999/2000. This scheme which won the London Cycling Campaign's award for 'Cycling Scheme of the Year' in 2000 improved the route alignment and road safety for southbound cyclists who previously had to follow a less direct route via St. Pancras Way. A CRISP study was undertaken in 2005/06 and this identified a number of further improvements to the cycle facilities on Royal College Street. These included recommendations to address conflicts between cyclists and pedestrians at the junction with Crowndale Road.

Design details and considerations

The original scheme included a short section of segregated cycle track located on the footway between Crowndale Road and College Place. These facilities did not cater to the desire lines of cyclists or pedestrians and this created conflicts between these two road user groups. The problems were highlighted further by the construction of a new residential and commercial property adjacent to the aforementioned facilities.

The new road layout addressed the previous conflicts through the construction of a new section of segregated cycle track between the carriageway and footway. The works included alterations to the geometric layout of the junction, carriageway resurfacing, streetscape enhancements, the introduction of new traffic signals and improved access to the new parallel crossing from Goldington Terrace.

Feedback

The Camden Cycling Campaign played a key part in the development of this scheme and is very pleased with the outcome. Indeed, Jean Dollimore of the Camden Cycling Campaign has stated that the new road layout "is a great improvement and definitely a success".

Before

After

City of London Corporation

Borough Officer: Jereme McKaskill

The City balanced the desire for quick physical improvements with work on larger and longer term schemes. I manage the internal approvals, budgets, consultation with City Cyclists and ensure the designs are the best for cycling for all LCN+ schemes. A few of us in the eight person team manage individual LCN+ schemes. Implementation of the physical work is undertaken by another department within the City.

Cycling in the City continues to rise. Our traffic composition surveys show cycle flows have increased by more than 60% between 2002 and 2008. Cyclists make up approximately 10% of all vehicles in the City and greater than 25% of vehicles on many streets in the morning peak period. Construction activity and the Thames Water replacement programme have affected many streets, particularly LCN+ routes. We minimise the problems this causes to scheme delivery by planning ahead and creating flexibility. Breaking schemes up into smaller elements that can be delivered when opportunities arise enables a scheme to move forward as best as possible.

LCN+ Links in borough

We made valuable progress on the LCN+ in 2008/09, but wished we had been able to deliver more. We were able to make a number of improvements on Link 36 and delivered a significant length of contra-flow cycling facility on Mark Lane, Hart Street & Crutched Friars on Link 280. We also designed various other schemes for future delivery. Additionally, we built stronger relationships with cycling advocates and strengthened our cycling infrastructure design knowledge.

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
32	0.00	0.03	0.00	41,500
33	0.00	0.64	0.00	115,000
34	0.00	0.00	0.00	31,000
36	0.00	0.00	1.22	119,000
38	0.00	0.35	0.00	12,500
280	0.00	0.00	0.60	100,000
All Links	0.00	0.00	0.00	10,000
Total	0.00	1.02	1.82	429,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Mark Lane, Hart Street & Crutched Friars **Scheme Code:** BS\08\LCN\CIT.16

Location

The scheme is located on Link 280 in the City of London. Link 280 is an east/west route running between Mansell Street on the boundary with LB Tower Hamlets in the east and Queen Victoria Street where Links 33, 34 & 280 intersect in the west.

Cost: £100,000

Existing conditions:

- One-way streets
- Lack of permeability for cyclists
- Unattractive westbound cycle route
- Illegal cycling movements

Scheme details:

- 1.5m advisory contra-flow cycle lanes
- Un-marked contra-flow sections
- Entry treatments
- Traffic islands
- Access improvements
- Signing & roadmarkings
- Post-implementation information exercise

Background

Mark Lane, Hart Street & Crutched Friars formed a one-way street for eastbound vehicles. Westbound cyclists were prohibited from following the LCN+ alignment and instead were forced to use the parallel TLRN roads (Byward Street and Tower Hill). Although the TLRN provides a more direct alignment for cyclists, the traffic speeds and volumes are much higher than the LCN+ alignment. Conditions for westbound cyclists were therefore extremely unattractive. A CRISP study was undertaken in 2006/07 and this identified a number of improvements to improve conditions for cycling on Link 280. These included recommendations to provide two-way conditions for cyclists on this section of Link 280.

Design details and considerations

The scheme was developed based on the guidance provided within the London Cycling Design Standards (Chapter 4) and 'Traffic Advisory Leaflet 6/98' published by the Department for Transport. Existing traffic speeds and volumes were identified as being low enough to discount the need for continuous advisory or fully segregated cycle facilities. The completed scheme consists of sections of unmarked contra-flow, entry treatments at junctions, signing & road markings, traffic islands at critical locations, and access improvements at various locations.

The City of London wished to ensure that pedestrians were aware that a contra-flow cycling scheme was being introduced. Therefore, an information exercise was undertaken, at the time the scheme opened, to inform pedestrians of the amended road layout and the need to look in both directions.

Before

After

After

City of London Corporation

London Borough of Croydon

Borough Officer: Derek Stidder

I am head of the Environmental Transport Team which is part of the Planning & Transportation Department. The various elements of cycling are dealt with by permanent staff and consultants dependant upon the general workload of the section. Consultation forms an important feature associated with cycle schemes and can delay schemes or prevent schemes from progressing without the approval of local residents and user groups. The Croydon Cycle Campaign is consulted at the initial design stage through the Croydon Cycle Forum at which schemes or changes on policy are discussed. This ensures that the local cycling groups provide comments or advice on projected schemes in advance of the detail design stage.

LCN+ Links in borough

Cycle growth is difficult to determine in Croydon as there are many cycle routes into the town centre but discussion with the user groups suggest an increase in cycle travel. During 2008/09 we carried out screen line cycle counts at the major entry points into the Borough, for inclusion in the new cycle strategy. This information will also allow us to monitor cycle growth in the future. Projected major redevelopment improvements in Croydon town centre will be carefully monitored to ensure that LCN+ routes are not compromised.

Cherry Orchard Road Scheme

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
42	0.00	0.57	0.00	26,000
43	0.00	0.65	0.00	50,000
44	2.26	0.00	0.00	20,000
45	0.00	0.47	0.00	30,000
278	0.00	0.00	0.00	100,000
n/a	0.00	0.00	0.00	70,000
Total	2.26	1.68	0.00	296,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Cherry Orchard Road

Scheme Code: BS\07\LCN\CRO.09

Cost: paid for in 2007/08

Existing conditions:

- Busy junction with tram network
- Absence of dedicated cycling facilities
- Lack of protection for turning cyclists

Scheme details:

- Major junction improvements
- Cycle track, bypass of signals
- Toucan crossings
- Enhanced pedestrian measures

Location

The scheme is located at the junction of Cherry Orchard Road with Addiscombe Grove, on Link 45 in the London Borough of Croydon.

Background

At the inception of the LCN+ process it was established that the complex road junction of Addiscombe Road and Cherry Orchard Road should be upgraded to improve cycle safety and access. The junction was modified in 2000/01 to allow for the new tram system, and it appears that cycle access was not considered as an important design consideration at that time. No cycling facilities were provided, and cyclists were afforded little protection when utilising the junction, whilst often being subjected to delays.

Design details and considerations

Detailed designs were completed in 2005/06 following an extensive consultation process, which carefully accounted for the concerns of transport operators using the busy junction. The close proximity to East Croydon Station was also a key consideration. Protracted consultation took place with DTO to determine the planning and installation timescale of the revised traffic signal layout.

The junction improvement was designed to benefit both pedestrians and cyclists by providing a direct and safer route through and across the junction. The most appropriate option was to provide three new toucan crossings and the conversion of an existing staggered pelican to a straight across toucan crossing. Footways were improved to include additional shared use spaces. Construction was originally planned for 2006/07 but was delayed by nine months whilst water main replacement works were undertaken. Scheme construction started in 2008/09 with completion planned for later in the year. The scheme has posed many challenges because of the complexity of the improvement and the working restrictions imposed by the tram system that runs through the junction.

After

Before

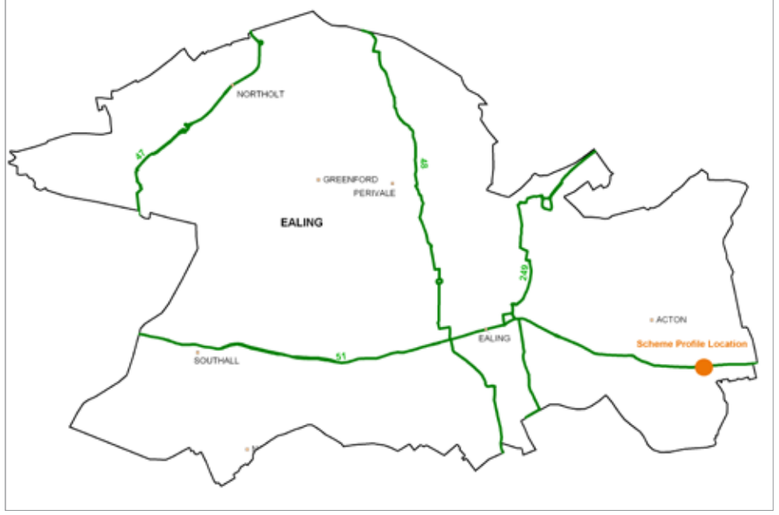
After

London Borough of Ealing

Borough Officer: Colin McKenzie

As cycling officer responsible for infrastructure, all schemes start with me. I have to ensure that they meet the LCN+ objectives and are politically acceptable. Schemes are designed and delivered by the Highways Management team, who have to reconcile the needs of all road users. I ensure that the delivered schemes benefit cyclists as much as possible.
Cycling growth in this outer London borough has been patchy. Good routes, especially off-road, do attract new cyclists, but major barriers remain and prevent faster growth. It continues to be challenging to deliver schemes on time, due to shortage of staff resources and strong opposition to some schemes. But our completed schemes are of a high standard, and reflect current best practice on cycle safety and convenience.

LCN+ Links in borough



Ridding Lane scheme

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
47	0.00	1.15	0.00	30,000
48	0.00	4.79	0.86	77,000
51	0.00	1.25	0.11	155,000
249	0.00	0.50	0.25	352,000
Total	0.00	7.69	0.96	614,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Uxbridge Road junction with Agnes Road **Scheme Code:** BS\08\LCN\EAL.13

Location

The scheme is located towards the eastern end of Link 51 in the London Borough of Ealing. Link 51 is the major east/west route (part of LCN Route 39) through the borough, running from Uxbridge Road at the boundary of LB Hammersmith & Fulham in the east and Uxbridge Road at the boundary with LB Hounslow in the west.

Background

Uxbridge Road is a major arterial route through the borough. There are however few opportunities for cyclists to cross the road due to high traffic volumes. An earlier borough-led scheme provided off-road access to an existing pedestrian crossing; this identified a desire line for cyclists travelling north/south to the borough and those wishing to access nearby sports facilities and Uxbridge Road itself. The original scheme was unable to complete the conversion of the pelican to a toucan crossing so cyclists previously had to dismount to cross the road.

Cost: £70,000

Existing conditions:

- Pelican crossing
- Two-way cycle track leading to crossing
- Sub-standard tactile paving

Scheme details:

- Toucan crossing
- Improved access and tactile paving

Design details and considerations

The majority of these works were completed by DTO. The scheme has removed the existing Pelican aspects and has converted the scheme to a toucan crossing. A more direct link between the toucan crossing and Bromyard Avenue has been provided, including a new speed table.

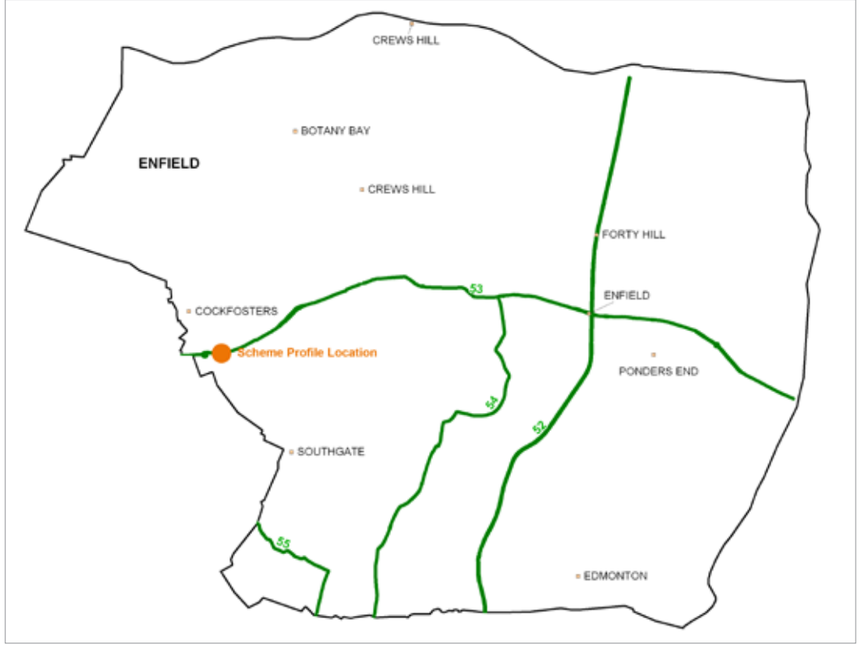
London Borough of Enfield

Borough Officer: Liam Mulrooney

I run a team of 4 engineers, one of whom is involved in delivering the LCN+. I also enlist the help of the Council's own Highway Services team and of consultants to help with this delivery. I also liaise with committee members and members of the Enfield Cycle Forum.

Surveys have shown that existing LCN+ routes in Enfield are lightly used, however, the Council is keen to encourage cycling, particularly as a leisure activity, and is still eager to progress elements of the LCN+ that are off road or on quiet roads. Progress on implementing measures in 2008/09 was slow but LCN+ measures that run through green spaces, such as Arnos Park and beside Lea Valley Road, are well supported.

LCN+ Links in borough



Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
53	0.61	2.00	0.00	88,489
55	0.00	0.00	0.00	8,000
Total	0.61	2.00	0.00	96,489

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Bramley Road j/w Chase Road **Scheme Code:** BS\08\LCN\ENF.17

Location

The scheme is located towards the western end of Link 53 which runs between Middlesex university on the border with LB Barnet in the west and Lea valley Road in the east.

Background

Bramley Road has an existing shared use path on its north side leading to the junction with Chase Road. A toucan crossing is sought to provide a safe and controlled crossing point for cyclists.

Design details and considerations

The scheme is due for construction in 2009/10.

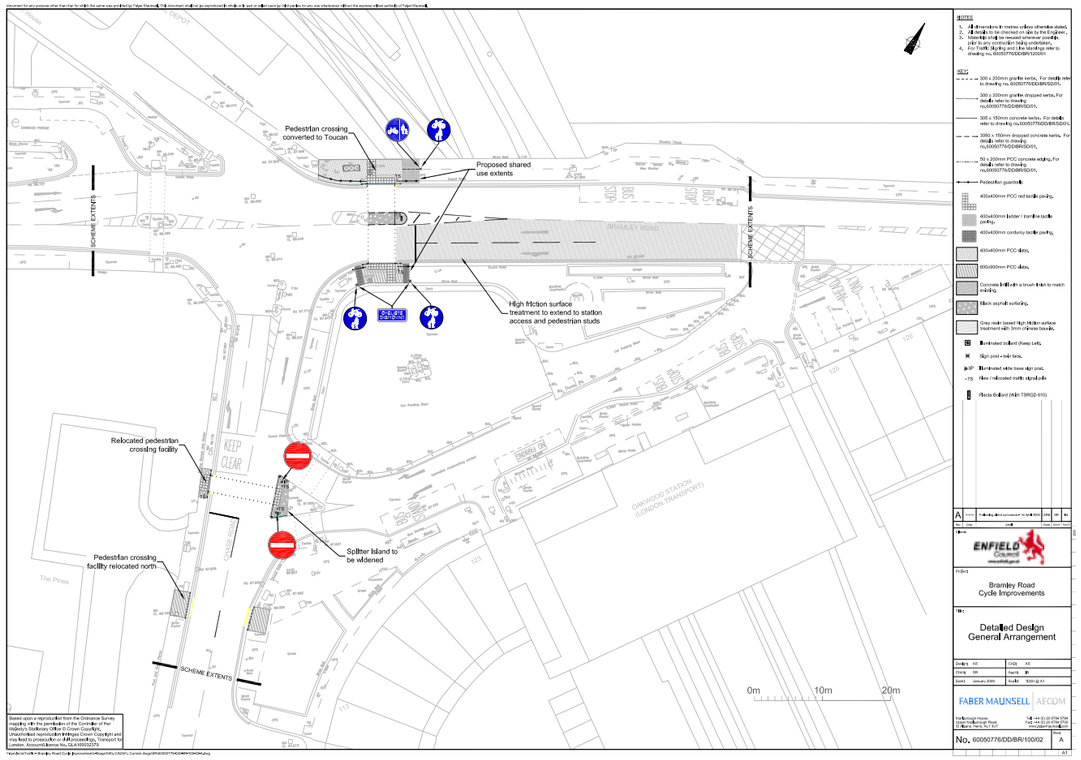
Cost: £39,100

Existing conditions:

- Pedestrian Crossing

Scheme details:

- Toucan crossing
- Shared use area



London Borough of Greenwich

Borough Officer: Donald Anyiam

I am situated within the Highways Department at the London Borough of Greenwich. Greenwich prides itself on its close relationship with cyclists in the borough. I myself attend the Greenwich Cyclists meeting once a month and have regularly consulted directly with them over progress on cycling schemes and initiatives throughout the Borough. We currently use a combination of in house staff and external consultants to meet our resource needs for the progressions of the LCN+ in our borough.

We are continuing to progress the Thames Path, National Cycle Network Route 4, which is largely a traffic free route and will therefore provide a safe, comfortable learning environment for new cycling and a good practice route for people returning to cycling for both everyday journeys and leisure. LB Greenwich has formed a good partnership with Sustrans, the LCN+ office and the Royal Naval College to overcome initial barriers to the scheme. Close liaison between all parties has enabled a workable solution sensitive to its surroundings.

LCN+ Links in borough

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
56	0.00	0.00	0.00	50,000
57	0.00	0.00	0.00	30,000
58	0.00	0.53	0.00	71,000
59	0.24	0.00	0.00	25,000
61	0.00	0.00	0.01	20,000
64	0.00	0.00	0.00	0
Off Link	0.00	0.00	0.03	35,000
Total	0.24	0.53	0.05	231,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Green Lane

Scheme Code: BS\08\LCN\GRE.12

Cost: £40,000

Existing conditions:

- High motor vehicle speeds
- Lack of pedestrian and cycling facilities

Scheme details:

- Bridge constriction
- Shared use path
- Cycle symbols

Location

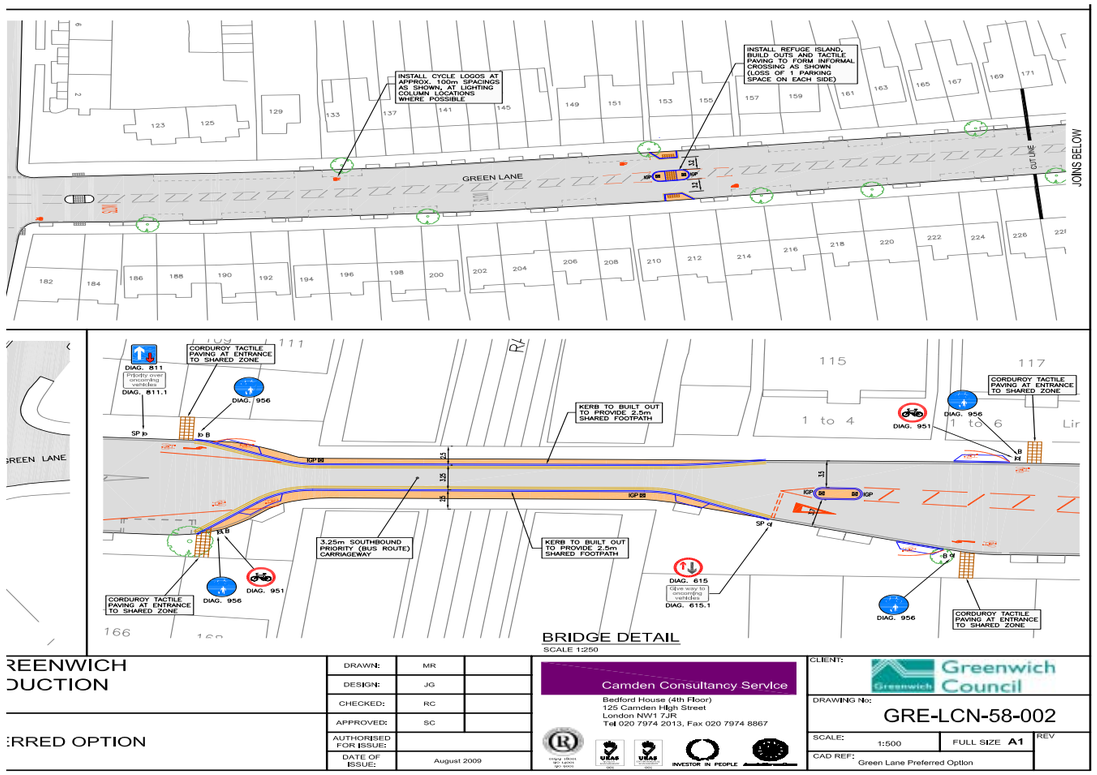
The scheme is located on LCN+ Link 58 which runs between Mottingham Road at the borough boundary with Bromley in the south and Woolwich Ferry Approach in the north.

Background

Green Lane is a residential road but vehicle speeds far exceed the current limit. As Green lane is also a strategic cycle route it was decided to attempt to calm vehicle speeds through the introduction of cycling and pedestrian facilities. The effect would be to make Green Lane safer and more attractive to residents and cyclists.

Design details and considerations

An initial idea was put forward to introduce cycle lanes to narrow the available road space. This was rejected at consultation as residents felt it would not tackle the key issues of calming speeds and providing safe crossing points. A second option was then put forward based on resident feedback to constrict the bridge midway along Green Lane, forcing vehicles to give way. Extra footway space would be possible which would be suitable for shared use with cyclists. This scheme is now progressing towards implementation in 2009/10.



London Borough of Hackney

Borough Officer: Jean Cantrell

During 2008/09 the focus of Hackney's LCN+ team was to consult and deliver where possible CRISP recommendations for implementation, either in the current or following financial year where consultation was positive. Hackney has a team of three who help to deliver the CRISP recommendations within the borough. I liaise with different departments and ward councillors and where appropriate appoint the help of consultants for targeted tasks.

Growth has been monitored year on year at specific locations on each Link within the borough through automated counts, this data shows an increase of both users at peak morning and evening commuting times, and demand for work based cycle parking.

The schemes we implement were of excellent quality and have received mostly positive feedback from all user groups.

LCN+ Links in borough

Churchwell Path Scheme

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
66	0.00	1.44	0.32	201,500
67	0.04	0.38	0.82	228,000
68	1.12	0.13	0.09	107,200
70	0.00	0.43	0.00	7,000
83	0.03	0.00	0.00	5,000
250	0.07	0.16	0.00	135,800
251	0.00	0.00	0.00	2,500
284	0.00	0.00	0.02	25,000
Multiple	0.00	0.00	0.00	6,000
Total	1.27	2.53	1.25	718,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Wick Road and Bradstock Road

Scheme Code: BS\08\LCN\HAC.47

Cost: £128,000

Existing conditions:

- One-way streets
- Lack of permeability for cyclists
- Unattractive westbound cycle route
- Lack of route directional signing
- Footway clutter on Wick Road
- Poor streetscape aesthetics
- Illegal cycling movements

Scheme details:

- 2.5m segregated cycle track
- 1.5m segregated contra-flow cycle track
- Entry treatment
- Streetscape enhancements
- Access improvements
- Signing & roadmarkings

Location

The scheme is located on Link 250 in the London Borough of Hackney. Link 250 is an east/west route forming part of LCN Route 8 running between Ruckholt Road on the boundary with LB Waltham Forest in the east and Southgate Road on the boundary with LB Islington in the west.

Background

Wick Road and Bradstock Road form part of the Homerton one-way system for vehicular traffic. Such one-way systems have historically created problems for cyclists due to high traffic speeds and poor permeability. A CRISP study was undertaken in 2006/07 and this identified a number of improvements to improve conditions for cycling on Link 250. These included recommendations to provide two-way conditions for cyclists on this section of Link 250.

An LCN+ scheme was implemented on Wick Road in 2005/06. This involved the introduction of a two-way segregated cycle track on the southern footway and this provided a useful connection between Barnabas Road and Bradstock Road. However, the scheme failed to adequately address conflicts between cyclists and pedestrians. The aesthetic quality of the streetscape was also deemed to be unattractive with clutter and poor quality paving materials being the primary issues.

Additionally, westbound cyclists were not legally entitled to use Bradstock Road to travel between Wick Road and Bentham Road. Observations confirmed that many cyclists were disobeying the existing traffic restrictions instead of following the less attractive and less direct alternative via Wick Road.

Design details and considerations

The scheme was developed based on the guidance within the London Cycling Design Standards (Chapter 4) and consisted of two key components. Firstly, the existing segregated cycling facility adjacent to Wick Road was upgraded. This consisted of streetscape enhancements and access improvements. Secondly, a segregated contra-flow cycle track was provided on Bradstock Road between Wick Road and Bentham Road for westbound cyclists. The works also included the introduction of a raised entry treatment on Bradstock Road at the junction with Wick Road and the provision of appropriate signing and roadmarkings throughout the extent of the site.

Before

After

London Borough of **Hackney**

London Borough of Hammersmith & Fulham

Borough Officer: Simon Franklin

I am a transportation planner with wider responsibilities than cycling, but, as part of my cycling officer role have specific responsibilities for overseeing the development of the LCN+ network in the London Borough of Hammersmith & Fulham. My colleague Colin Glendenning, as Engineering Project Team Manager, manages the physical implementation of the schemes through the resources of his team along with term contractors and agency staff.

A continuing challenge in LBHF is that, whilst there is a well developed local cycle network and high levels of cycling activity, there are still a number of significant barriers to a fully integrated strategic network because of conflict with heavy traffic in the Town Centres of Hammersmith and Shepherds Bush. The issue of re-allocating scarce road space to cyclists is addressed in conjunction with Network Management Duty requirements. There has been further steady progress in 2008/09 in improving conditions for cycling on the LCN+ network. A corridor treatment approach has been adopted to provide faster, safer and more comfortable conditions for cyclists.

LCN+ Links in borough

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
73	0.06	1.09	1.09	126,000
74	0.04	0.20	0.00	170,150
75	0.00	0.01	0.00	39,000
76	0.00	0.99	0.00	100,900
77	0.00	0.03	0.00	106,800
262	0.13	1.70	0.00	168,900
263	0.00	0.08	0.00	75,000
All Links	0.00	0.00	0.00	15,000
Total	**0.23**	**4.10**	**1.09**	**801,750**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Shepherd's Bush Green — **Scheme Code:** BS\08\LCN\HAM.29

Location

The scheme is located on Link 73 in the London Borough of Hammersmith and Fulham. Link 73 is an east/west link running from Holland Road on the boundary with RB Kensington & Chelsea in the east, and Old Oak Road on the boundary with LB Ealing in the west.

Cost: £90,300

Existing conditions:

- Cyclist and pedestrian conflict
- Cyclist and motor vehicle conflict
- Problems with desire lines
- Poor streetscape

Scheme details:

- Traffic signals upgrade
- Resurfacing including anti-skid
- Streetscape enhancements
- Access improvements

Background

LB Hammersmith and Fulham had already implemented various cycling facilities in and around the perimeter of Shepherd's Bush Common. These include segregated cycle tracks through the common as well as access improvements at traffic signal installations around its perimeter. A CRISP study was completed in 2007/08 and this recommended further improvements to the existing cycling facilities at this location. This included recommendations to improve conditions for cycling at Shepherd's Bush Green junction with Rockley Road.

Design details and considerations

The purpose of the scheme was to improve road safety while improving access for cyclists between Shepherd's Bush Green, Rockley Road and Shepherd's Bush Common. Officers at LB Hammersmith & Fulham liaised closely with TfL's Directorate of Traffic Operations which was responsible for the design and implementation of all new traffic signal infrastructure. The works also included surface upgrades, improvements to the access to Shepherd's Bush Common as well as enhancements to the existing off-road route through the common.

London Borough of Haringey

Borough Officers:
Malcolm Smith, Maurice Richards, John Kingsford and Matthew Davies

Our team is structured with Transportation Planners Maurice Richards and Malcolm Smith responsible for development and management of the LCN+ and Project Engineers Matthew Davies and Clement Frempong being responsible for implementing schemes on the LCN+ over the 2008/09 financial year. The team work very closely to deliver all aspects of the LCN+ projects from CRISP studies to scheme design and implementation.

There are 9 LCN+ Links in the borough. CRISP studies have been completed on all 9 Links. The CRISP process has helped us to develop better route improvement strategies through better local stakeholder involvement and cooperation. The data from the CRISP studies was used by the LCN+ Project Management team at Camden to create Haringey's LCN+ programme to completion. We have implemented the measures recommended by the final CRISP reports as detailed in the 2007/08 baseline programme.

LCN+ Links in borough

Inderwick Road Scheme

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
78	0.00	0.09	0.00	278,457
79	0.77	0.72	0.00	118,171
80	0.00	0.00	0.00	0
81	0.00	0.05	0.00	17,500
82	0.00	0.12	0.03	241,000
83	0.00	1.02	0.00	25,600
84	0.00	0.00	0.00	60,900
All Links	0.00	0.00	0.00	15,000
Total	0.77	2.00	0.03	756,628

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Crouch End Hill

Scheme Code: BS\08\LCN\HGY.48

Location

The scheme is located at the southern end of Link 82 in the London Borough of Haringey. Link 82 is a north/south route running between Park Road j\w Cranley Gardens at the intersection with Link 81 in the north and Crouch End Hill j\w Hornsey Lane at the boundary with the LB Islington in the south. The scheme covers a length of 450m between the borough boundary and The Broadway.

Cost: £60,000 contribution

Existing conditions:

- High motor vehicle speeds, particularly down hill
- Turning movement conflicts
- Cyclist / Pedestrian conflicts

Scheme details:

- 20mph speed limit
- Raised entry treatments
- Tightened junctions

Background

The CRISP study identified the need for 5 entry treatments at side road junctions. LB Haringey delivered a Local Safety Scheme at this location which incorporated this recommendation. The safety scheme aimed to introduce a 20mph speed limit through this section of Link 82 to reduce vehicle speeds in the vicinity of a nearby school.

Design details and considerations

As well as providing 5 raised entry treatments, the geometry of 2 junctions was tightened and a raised table was provided at an existing pelican crossing on the main carriageway. Pedestrian guard-railing was replaced and extended in places, though this was minimised as much as the Local Safety Scheme design would allow.

Feedback

The scheme has improved road safety for both pedestrians and cyclists with the reduced speed along Crouch End Hill and reduced likelihood of side road incidents.

After

After

After

London Borough of **Haringey**

London Borough of Harrow

Borough Officer: Sajjad Farid

As the Borough Cycling Officer situated in the Traffic and Highway Network Management team, I am responsible for the implementation of the local cycle network and the strategic cycle network (LCN+), from feasibility through to implementation of schemes.

As an outer London Borough, Harrow is blessed with more carriageway/footway space compared to most inner London Boroughs which has enabled us to implement some very good on/off road cycle facilities which have received praise from various interested stakeholders (CCE, LCN+ PM team, Sustrans etc). All the CRISP studies have now been completed and the recommendations/comments raised in the reports were either incorporated or taken into account in the design of the schemes in 2008/09 so that they are in accordance with the London Cycling Design Standards.

LCN+ Links in borough

A high profile scheme currently being constructed is the Petts Hill Bridge, a £9.2M project which has seen the replacement of an old railway bridge with a wider bridge under which are two vehicular lanes north and south bound and two, two way segregated cycle tracks either side of the carriageway.

The challenges faced last year included ensuring that schemes were designed to a high standard in accordance with the CRISP recommendations and the LCDS. Improving the safety of not just cyclists but adopting an holistic approach for all road users and not compromising the safety of any one user. Precedence was given to joined up working with other schemes/stats works to minimise inconvenience to local businesses and residents.

Having a large number of schemes ready for implementation enabled us to secure additional funding from TfL late in the financial year. It has been disappointing to learn that the LCN+ funding has now been reduced dramatically and most London Boroughs will not be able to complete the network by the end of 2010 as was the original intention. Funding will have to be secured by other means, and the local members will have a greater say on what we can or cannot do.

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
86	0.00	1.92	0.00	119,864
87	0.00	3.77	0.00	478,648
88	0.00	0.67	0.67	167,152
89	0.00	1.02	0.00	431,128
Multiple Links	0.00	0.00	0.00	11,614
Off Link	0.00	0.00	0.00	80,000
Total	**0.00**	**7.38**	**0.67**	**1,288,406**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Kenton Recreation Ground to Harrow Town Centre

Scheme Code: BS\08\LCN\HRW.21, 22, 24, 25, 26, 28

Cost: £167,152

Existing conditions:

- Uncomfortable traffic calming
- Lack of signing
- Lack of street lighting
- Worn surface markings

Scheme details:

- Sinusoidal road humps
- Cycle track upgraded
- Street lighting improvements
- Signing and surface marking improvements
- Access improvements

Location

The schemes are located on Link 88 in the London Borough of Harrow. Link 88 is an east/west circular route (part of LCN Route 45) running between Kenton Road on the boundary with LB Brent in the east and Pinner Road j/w Bessborough Road near Harrow Town Centre at the intersection with Link 89 in the west.

Background

Link 88 is a short route, approximately 2.5km in length. It tends to follow quiet back streets but also has a significant off-road section through Kenton Recreation Ground. A CRISP study was completed in 2006 and this identified a number of improvements specifically for cyclists. These included enhancements to the existing cycling facilities through the Kenton Recreation Ground and underneath the Roxborough Bridge as well as improvements to the existing traffic calming features on Hindes Road.

Design details and considerations

Upgrades to the existing segregated two-way cycle track through Kenton Recreation Ground, including resurfacing, signing and surface markings and street lighting improvements to maximise its usage and to increase the sense of personal safety. In addition, cycle parking was provided next to the children's play area together with increased signing/lining.

The remaining route leading to the town centre via Elmgrove Road, Hindes Road, and Roxborough Road consists of a signed only route. Existing flat top speed humps on Hindes Roads were replaced with sinusoidal road humps which are more cycle friendly.

Minor enhancements to the existing cycle track underneath Roxborough Bridge were also implemented. These consisted of signing and surface marking improvements.

London Borough of Havering

Borough Officer: Musood Karim

I coordinate the borough's LCN+ programme and by using our in house appointed consultants, I am able to commission the works direct to them. I also liaise with local cycling campaign groups through regular Cycle Liaison Group meetings, TfL Road Network Development and the LCN+ team to ensure that our schemes will benefit cyclists whilst meeting the design standards. My role also involves dealing with the Bus Priority programme, therefore, I am able to make improvements for all road users where possible.

With all our CRISP studies completed (Links 90, 91 and 92), the main focus of 2008/09 was moving the schemes forward for implementation, whilst ensuring design and modelling were carried out on other schemes to be implemented in future years.

LCN+ Links in borough

I am pleased to say that there has been a steady growth in cycling on the borough's roads and through leisure parks since the start of the LCN+ project. I am hoping that this will continue to increase as more cycling schemes are implemented.

The main difficulty in 2008/09 was implementing schemes to meet the LCDS particularly where there were land constraints. I have overcome this by thoroughly reviewing the designs or considering alternative designs with various groups thus ensuring that the best possible cycle facilities are implemented.

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
90	0.11	0.02	0.00	41,000
91	0.30	1.40	0.00	86,500
92	0.28	0.89	0.07	63,000
Off Link	**0.00**	**0.00**	**0.00**	**189,000**
Total	**0.69**	**2.30**	**0.07**	**379,500**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: New Road

Scheme Code: BS\08\LCN\HAV.21

Location

The scheme is located on Link 92 in the London Borough of Havering. Link 92 is an east/west route running between Rainham station in the east and New Road on the boundary of LB Barking & Dagenham in the west. The scheme covers a stretch of New Road from Dovers Corner to a toucan crossing 300m to the west. The section of the Link 92 from Dovers Corner to Rainham Station was treated under various scheme codes and programmes and is also discussed below.

Cost: £20,000

Existing conditions:

- Sub-standard segregated cycle track
- Toucan crossing leading to one-way cycle track

Scheme details:

- 2m wide two-way cycle track

Background

New Road was subject to a £8.68M de-trunking scheme from 1999 to 2006. This project included numerous facilities for buses and cyclists and so conditions on the route are generally satisfactory for cycling. There is a segregated cycle track adjacent to the footway on either side of New Road at this location, however, both were just 1.5m wide and only suitable for use in one direction. The toucan crossing allows cyclists to join the south side of the road, however, if they wish to continue towards Dovers Corner and gain access to both Tesco and Rainham Station, they have to use the segregated cycle track in the opposite direction that it was intended for. This has led to complaints from the public and reports of cyclists using the footway adjacent to the cycle track.

Design details and considerations

There was adequate verge available to widen the cycle track to the LCDS minimum width of 2m. It was felt that although this is the minimum width, this was adequate given the level of cycle and pedestrian traffic using the route. The completed works complement the remaining work south of Dovers Corner and provide a continuous and coherent route to Rainham Station.

The southern section of the Link, from Dovers Corner to Rainham Station was also treated in 2008/09. This makes it much safer for cyclists to ride to/from the station from/to South Hornchurch and the north of the borough. Work included removing a circulatory cycle lane which had been causing concern on the Tesco Roundabout and implementation of a 20mph zone from the Tesco Roundabout to the station. The roundabout will be further treated in 2009/10 and this will complete this section of Link 92.

After


After

London Borough of Hillingdon

Borough Officer: Alan Thompson

I am a member of a team of four people who assess feasibility, design, carry out consultation, and gain Cabinet approval for CRISP recommendations. The Council's term contractor then implements the schemes.

Cycling has seen a moderate growth in the Borough since the inception of the LCN+. Demand for additional facilities on alternative routes, and cycle parking at stations and shopping areas show that residents of the borough are increasingly using cycling as a feasible mode of transport to work and for local trips.

LCN+ Links in borough

Station Road Toucan crossing

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
93	0.17	4.54	0.75	409,619
94	0.00	2.57	0.00	18,231
95	0.00	0.15	1.68	402,878
Total	0.17	7.26	2.43	830,728

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Station Road j/w North Hyde Road **Scheme Code:** BS\08\LCN\HIL.35

Location

The scheme is located on Link 95 in the London Borough of Hillingdon. Link 95 is a north/south route running between Hayes at Uxbridge Road at the intersection with Link 94 in the north and Bath Road (northern perimeter of Heathrow Airport) at the intersection with Link 96 in the south.

Background

Station Road j/w North Hyde Road is a busy signalised four arm junction. The CRISP study recommended specific improvements for cyclists. The main area of concern was the lack of ASLs, pelican crossings not legally allowing cyclists to cross, and general lack of provision for cyclists at this busy intersection. LB Hillingdon wished to provide facilities for both confident cyclists (to remain on carriageway) and less confident cyclists who may wish to negotiate the junction by other means.

Design details and considerations

The junction originally had no provision for cyclists. The scheme consists of two main elements. Firstly, to provide for cyclists who wish to stay on carriageway to negotiate the junction. ASLs were added on both arms of Station Road at a depth of 5m. In this instance a standard lead in lane was not provided as the borough officer was concerned about encroachment by vehicles. Therefore, footways were widened on both arms in order to provide a segregated 1.5m wide lead in lane to both ASLs. Secondly for those cyclists who did not wish to negotiate the junction on carriageway, an alternative alignment was provided along Old Station Road, which leads to a newly converted Toucan Crossing and associated footway works, before rejoining Station Road some 200m clear of the junction.

Cost: £60,000

Existing conditions:

- No provision for cyclists at junction
- Illegal cycle movements

Scheme details:

- 1.5m segregated lead in lanes to 5m ASLs on two arms
- Conversion of Pelican to Toucan crossing
- Alternative alignment includes footway works and small stretch of contra-flow cycle lane along desire line
- Appropriate signage

After

After

London Borough of **Hillingdon**

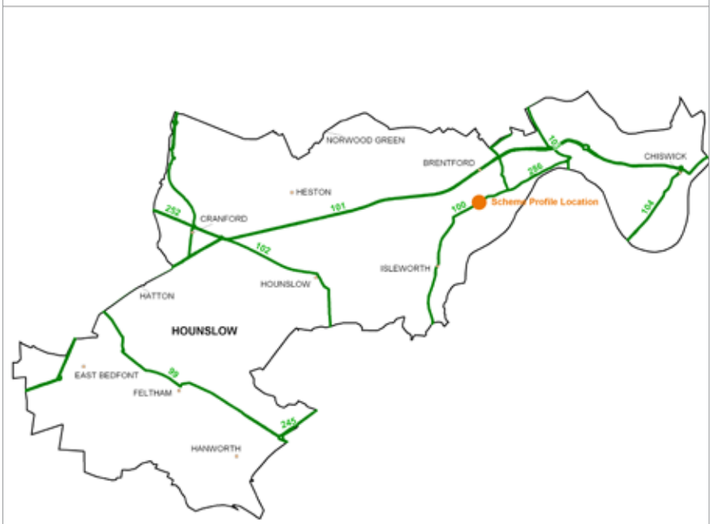
London Borough of Hounslow

Borough Officer: Chris Calvi-Freeman

Having completed all the CRISPs in previous years, the main focus of the LCN+ programme in 2008/09 was on delivery of high quality improvements, particularly where there was an opportunity to combine LCN+ and bus priority or local safety scheme funding to design and implement comprehensive schemes. LB Hounslow is one of very few boroughs that does not have a dedicated cycling officer. As Head of Transport this role falls to me, amongst other duties. I work closely with consultants to design larger LCN+ schemes, while smaller schemes are designed in house.

The number of people cycling in our borough has grown significantly since the inception of the LCN+ programme, particularly in the east of the borough, where road and residential characteristics are more similar to inner London. Hounslow has made major inroads into the challenge of persuading more children to cycle to school and this will lay the foundations for older family members to follow suit, initially for recreation then for commuting. The main challenge for delivery of the LCN+ programme is one of skilled resources to plan schemes and take them through to implementation. Consultants have assisted in this challenge, and we have had the active encouragement of several councillors. Another challenge is to encourage TfL to implement improvements to LCN+ schemes along the TfL Road Network, particularly the A4. LB Hounslow is fast gaining a reputation for the design and delivery of superior LCN+ schemes. The Borough won the London Transport Awards' Cycling Improvements award for 2008, mainly for promotion of cycling, but the judges also noted the delivery of high quality on-street infrastructure.

LCN+ Links in borough



Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (k)
99	0.63	0.25	0.00	27,000
100	0.00	2.33	0.00	28,000
102	0.00	0.09	0.00	157,000
286	0.00	0.44	0.00	30,000
Total	0.63	3.11	0.00	242,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: London Road

Scheme Code: BS\08\LCN\HOU.07

Cost: £20,000

Existing conditions:

- Poor surface condition

Scheme details:

- Multi-funded scheme
- Carriageway resurfacing
- Signing & road markings

Location

The scheme concentrated on the section of London Road between Syon Lane and Twickenham Road as this section was not treated by the LBPN scheme in 2006/07. The stretch of road from Syon Lane to Commerce Road was also resurfaced as part of the scheme.

Background

The work on London Road originally started in 2007/08 and comprised widening to accommodate a bus lane and various side road entry treatments. This scheme was completed in 2007/08, however, resurfacing was programmed for 2008/09 and so financially it made sense to wait until then to compete the lining of the scheme and also introduce new 1.5m cycle lanes to the section of London Road between Syon Lane and Twickenham Road

Design details and considerations

The majority of the work was already in place before the resurfacing, stats had to be relocated to narrow the footways and introduce a bus lane and where no bus lane was possible a cycle lane was put in. The new section which was not covered by the LBPN scheme was already sufficient width for a running lane and advisory cycle lane, so this aspect of the work was quite straightforward.

Feedback

This has been a very successful example of joint working with LBPN and making use of planned resurfacing to fully utilise all funding available to its best potential. Councillors and the public have been complimentary of the scheme and are generally very pleased with the results.

After

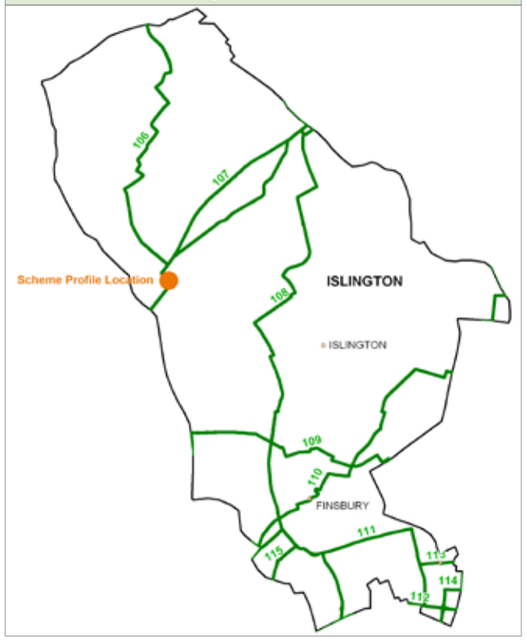
After

London Borough of Islington

Borough Officer: Chris Bowers

The main focus of my team was to deliver cycling schemes based on CRISP recommendations. We had a successful year in this regard. Our secondary focus was to develop CRISP recommendations through feasibility and consultation to allow design and implementation to be undertaken in 2009/10. I manage a team of two Engineers who design, consult and implement CRISP recommendations within the borough. I liaise directly with committee members and representatives of the Islington Cyclists Action Group (ICAG) at all stages of scheme development. This ensures transparency and gives all parties the opportunity to comment on scheme designs at an early stage. My team relies heavily on our framework consultants for specific tasks. Cycling levels have increased significantly in LB Islington since 2000. This is in line with general growth of around 90% across Greater London. Many of our residents and indeed LB Islington employees are now cycling to work. This is evidenced by the increased demand for cycle parking at key trip generators throughout the borough. We encountered problems at consultation stage during the development of a scheme on Link 106 at Dalmeny Road. Some residents objected to our proposal to improve access for cyclists through a fire gated road closure. Their concerns were based around cyclists travelling too fast and the potential for conflict between cyclists and pedestrians, particularly young children playing in the road. We revised the proposal in an attempt to force cyclists to slow down and behave with due care towards pedestrians. In general we have performed well and delivered a number of significant improvements on the ground as demonstrated above. There have been some frustrations but we have had to accept that some schemes take longer than 12 months to deliver. We have therefore had to carry over a number of schemes with a view to completing these in 2009/10.

LCN+ Links in borough



Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
106	0.00	0.00	0.91	222,109
108	0.00	0.10	0.02	196,928
109	0.00	0.00	0.03	80,860
110	0.00	0.02	0.00	36,650
111	0.00	0.14	0.02	57,450
112	0.00	0.00	0.00	0
113	0.00	0.00	0.03	37,000
Multiple	0.00	0.00	0.00	50,000
Off Link	0.00	0.00	0.09	77,849
Total	0.00	0.26	1.10	758,846

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Dalmeny Road

Scheme Code: BS\08\LCN\ISL.37

Location

The scheme is located on Link 106 in the London Borough of Islington. Link 106 is a north/south route forming part of LCN Route 6 running between Hornsey Rise j/w Hornsey Lane on the boundary with LB Haringey in the north and York way on the boundary with LB Camden in the South.

Cost: £90,000

Existing conditions:

- High motor traffic speeds
- Poor streetscape

Scheme details:

- Multi-funded scheme
- Traffic calming
- Carriageway resurfacing
- Streetscape enhancements
- Signing & roadmarkings

Background

Dalmeny Road suffered from high traffic speeds, despite being closed to motor traffic except for local residents. Additionally, the carriageway surface was in an extremely poor condition as was the general streetscape. An LCN+ scheme was implemented in 2007/08 at the fire gate located at Mercers Road and also at the fire gate between Anson Road and Archibald Road. This scheme improved conditions for cyclists while also enhancing the surrounding streetscape at both locations. A CRISP study was undertaken in 2007/08 and this identified a number of improvements to improve conditions for cycling on Link 106. These included recommendations to provide traffic calming and streetscape enhancements on this section of Link 106.

Design details and considerations

A traffic calming scheme was originally developed to address traffic speeds through the introduction of a 20mph zone on various roads within the St George's area of Tufnell Park. Officers at LB Islington realised the potential benefits of developing a combined scheme to include CRISP recommendations and so the LCN+ allocation was used as a funding contribution towards the St George's area 20mph zone scheme.

The LCN+ section of the scheme covered a 735 metre long section of Link 106 on Yerbury Road, Tytherton Road and Dalmeny Road between Whittington Park in the north and Anson Road in the south. Works included the introduction of a raised table at Dalmeny Road j/w Archibald Road, sinusoidal road humps, surface upgrades, and signing & roadmarkings.

Royal Borough of Kensington and Chelsea

LCN+ Links in borough

The Royal Borough does not have a dedicated cycle officer. The needs of cyclists are given close consideration with those of other road users as part of the development of every road scheme drawing. The very heavy demand on road space in the Royal Borough, particularly for kerbside parking, makes it increasingly difficult to provide more of the 'standard' on-street bicycle measures. The Royal Borough now focuses on a more holistic approach that benefits all road users. This is exemplified by our treatment of Kensington High Street, where bicycles make up 25% of all traffic.

The Royal Borough is keen to promote cycling as a healthy and environmentally friendly mode of transport. We believe that one of the most effective ways of doing this is giving high priority to ensuring all carriageways and street lighting are maintained to a high standard so our roads are safe and comfortable for cyclists to use. Education is also fundamentally important and the free cycle training to national standard we provide for children and adults who live in the Royal Borough continues to be very popular and extremely well received. We have over 2000 on-street cycle parking spaces and continue to increase this number. All these measures have helped to encourage cycling but we are keen to provide for the growing number of cyclists on the road in other effective and practical ways. In 2007 we liaised with local and national representatives of bicycling organisations about what constitutes effective bicycle provision in the Royal Borough. As a result we have just completed a review of our bicycle policies to form a basis for providing practical measures to facilitate cycling, the cornerstone of which would be to allow cyclists to use selected one-way streets in the opposite direction just by sign posting with the flying motorbike sign instead of no-entry signs. This is to be trialled in six roads and if successful will be introduced in more one-way streets so that cycling permeability and access onto and off the LCN+ is improved. In addition, where demand for bicycle parking cannot be provided on the footway, the provision of bicycle stands in the carriageway in place of under used visitor parking bays will be implemented at various sites. All parts of the LCN+ are now established in the Royal Borough and are being kept under review by carrying out annual surveys to check cycling levels and monitoring cyclist casualties.

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
116	0.00	0.00	0.00	4,000
117	0.00	0.00	0.00	0
118	0.00	0.00	0.00	0
119	0.00	0.00	0.00	5,600
120	0.00	0.00	0.00	0
All Links	0.00	0.00	0.00	6,400
Total	**0.00**	**0.00**	**0.00**	**16,000**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

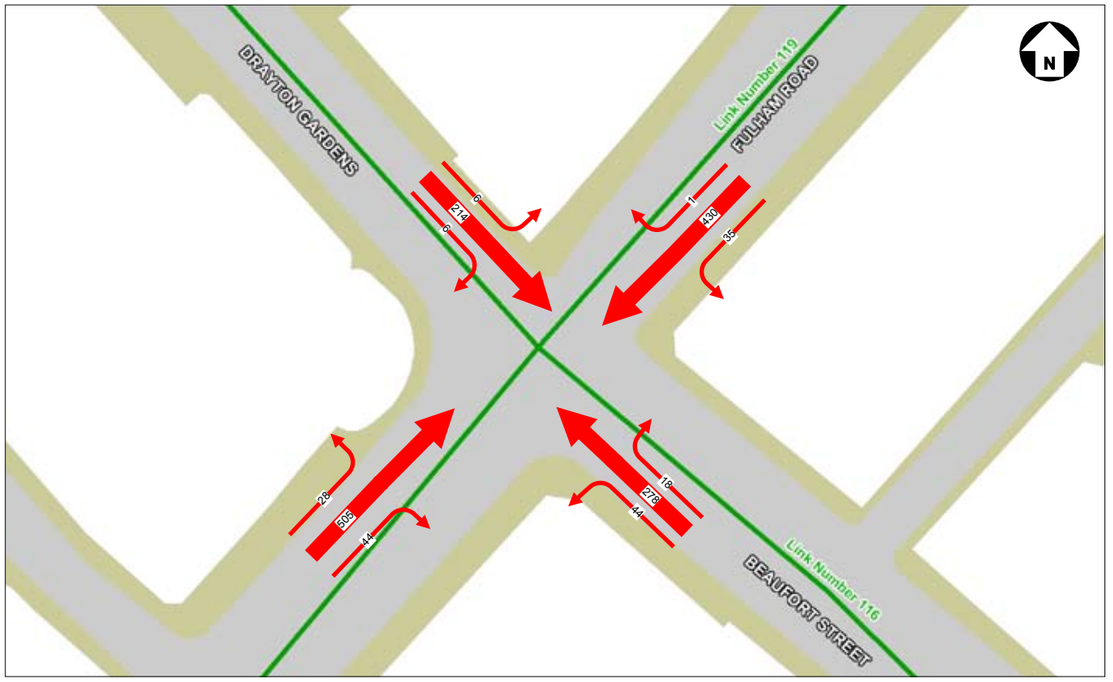
Scheme Profile: Cycle Counts (All Links) **Scheme Code:** BS\08\LCN\KAC.06

Location - Manual classified traffic counts were undertaken on 3rd March 2009 at 14 locations on the LCN+. Turning movements were recorded where counts were undertaken at junctions.

The counts also provided a breakdown of traffic by vehicle type so that modal split could be determined.

Cost: £6,400

Sample Site - One of the 14 traffic counts was undertaken on Fulham Road at its junction with Drayton Gardens and Beaufort Street. The junction represents the intersection of LCN+ Links 116 and 119. The cycle flows recorded at this location are represented on the diagram below.

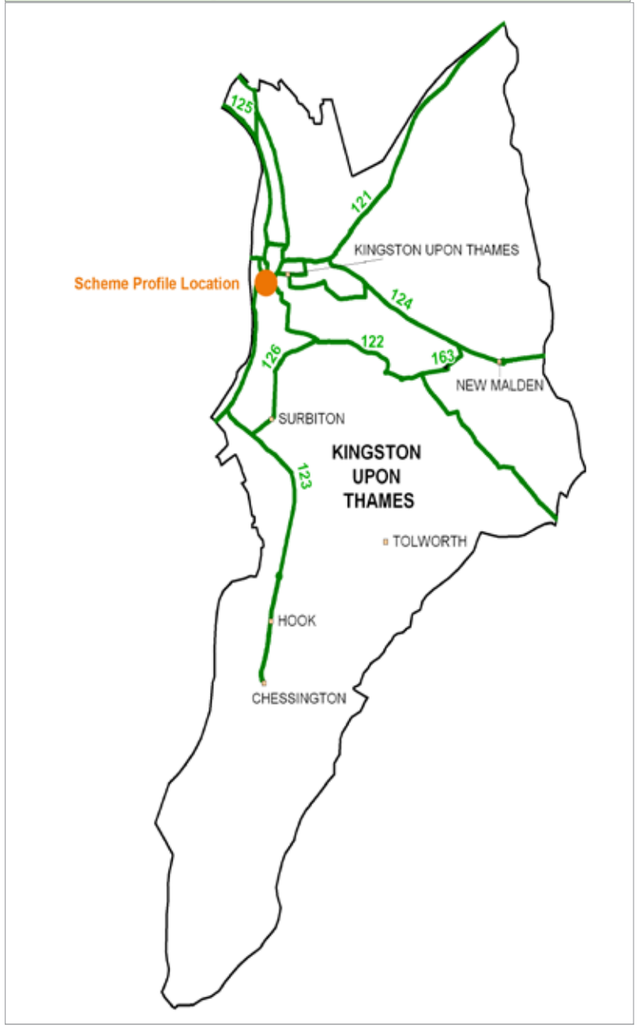


Royal Borough of **Kensington and Chelsea**

Royal Borough of Kingston upon Thames

Borough Officer: None in post at time of report collation

LCN+ Links in borough



The Royal Borough of Kingston upon Thames (RBK) does not have a dedicated cycling officer. The Council has been a leading authority in providing for cyclists for many years and considers itself second to none in Greater London for implementing cycling schemes. These schemes have often been considered as setting the standard for the UK as a whole. This has manifested itself in a sustained growth of cycle usage of approximately 9% per annum; well in excess of the London average.

Those who can be accredited to RBKs cycling success are John Martin, Rob Parsey and Paul Drummond. John and Rob have since departed RBK after many years of honourable service. However, their is now a new cycling team at RBK lead by Paul Dearman, Lead Neighbourhood Officer, Cycling. He is supported by Emma Cushnie, Younes Hamade, Karen Heslop, Ian Price and Paul Drummond who have over 50 years combined service at RBK. All officers are committed to improving cycling conditions throughout the borough and endeavour to develop innovative and deliverable solutions.

The previous cycling team have consistently provided very successful cycling schemes throughout the borough, and a lot of schemes have already been put in place. Challenges now are to complete the gaps in the network. In addition, the reluctance of committees to approve implementation of some cycling schemes has been challenging. This has not yet been fully overcome.

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
121	1.93	0.07	0.55	160,000
122	0.11	0.14	0.00	51,000
123	0.00	0.00	0.00	20,000
124	0.12	0.82	0.00	63,500
126	0.41	0.12	0.96	46,000
Multiple	0.00	0.00	0.00	40,000
Total	2.57	1.15	1.50	380,500

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Ancient Market Place **Scheme Code:** BS\08\LCN\KIN.50

Cost: £10,000

Existing conditions:

- Cyclists allowed access, but frequently encountered blocked access
- Parking in narrow street created potential conflicts between cyclists vehicles and pedestrians

Scheme details:

- Automatic rising bollard allows access for loading/unloading only
- Access improvements
- Signage reviewed

Location

The scheme is located on Link 123 a north/south link that runs from Richmond Road near Ham Common in the north of the borough, through to Hook in the South of the borough.

Background

Over a number of years, there has been significant work carried out around the town centre of Kingston, due to the number of cycle routes that originate or end in the vicinity. However, one missing element was through Ancient Market Place, where cyclists did not feel welcome due to the high number of pedestrians, and motor vehicles picking up, setting down and making deliveries. In an effort to further shift the feel of the area towards cyclists and pedestrians and away from vehicles, restrictions on vehicle access were proposed.

Design details and considerations

The scheme started in 2004, where a traffic order allowed Cyclists through the river side of the Market Place at all times, where previously this was not allowed. Later, in conjunction with this order RB Kingston introduced 'at any time' waiting restrictions with access for loading only between morning and evening peaks at the northern end of ancient market place. However, vehicles could still enter the southern area, which is the narrowest part and therefore caused most disruption to cyclists and pedestrians, with vehicles often blocking the way. In 2008 RB Kingston introduced a further experimental traffic order banning vehicles from the southern end of Ancient Market Place and introduced 'at any time' waiting restrictions with access for loading only between morning and evening peak. This has been enforced by a rising bollard, restricting access to authorised vehicles only, meaning that the general public cannot enter the area, park and wait whilst others shop.

Feedback

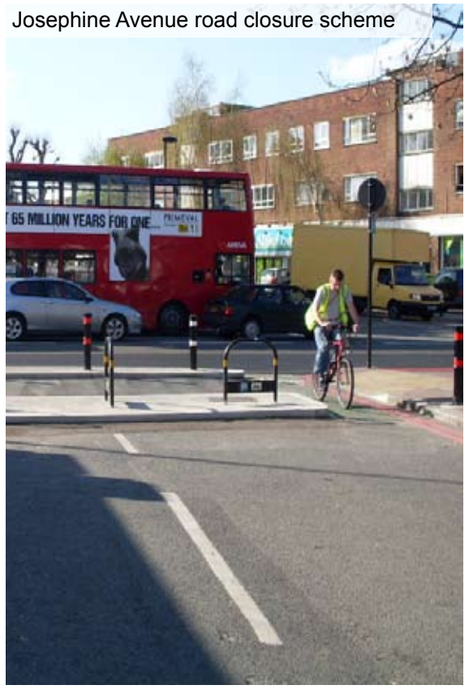
Stakeholders and the general public have been largely positive about the scheme

London Borough of Lambeth

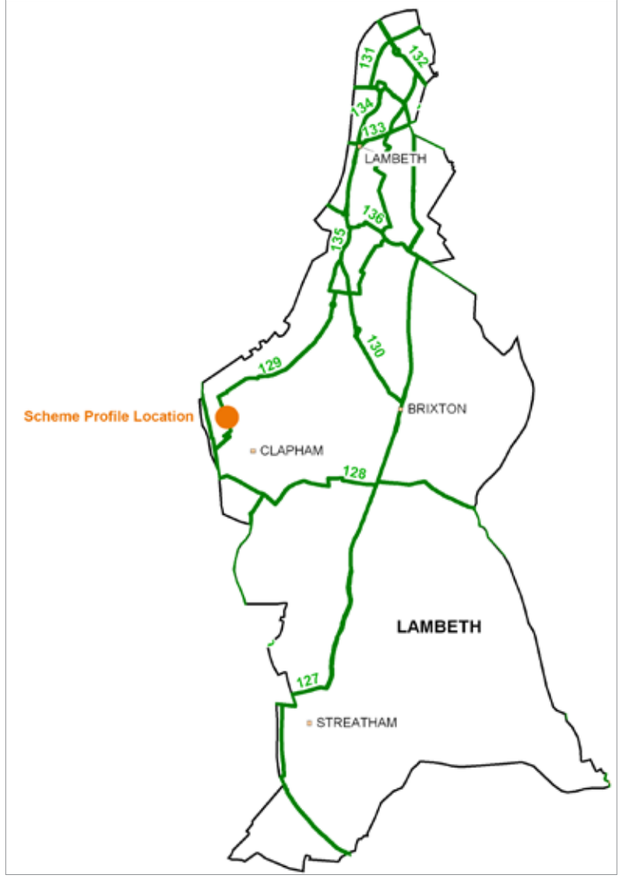
Borough Officer: Richard Ambler

The majority of the Transport Strategy team cycle regularly and many engineers cycle. Lambeth's commitment to cycling is reflected in the fact that half of the Transport Strategy team cycle regularly. Cycle counts have shown a 50% increase in cycling on key routes since 2005 and in many areas it is hard to keep up with demand for cycle parking.

Josephine Avenue road closure scheme



LCN+ Links in borough



Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
127	0.00	0.03	0.26	210,000
128	0.00	0.97	0.72	239,500
129	0.00	0.24	0.16	538,800
131	0.00	0.00	0.00	0
132	0.00	0.00	0.00	0
137	0.00	0.31	0.00	10,000
Multiple	0.00	0.00	0.01	66,500
Off Link	0.00	0.00	0.25	55,000
Total	0.00	1.54	1.41	1,119,800

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Clapham Common Northside

Scheme Code: BS\07\LCN\LAM.21

Cost: £40,000

Location

The scheme is located on Link 129 in the London Borough of Lambeth. Link 129 is a north/south route, forming part of LCN Route 3 running between Waterloo Road at the intersection with Link 132 in the north and London Road near Norbury Station at the boundary with LB Croydon in the south.

Existing conditions:

- Informal path through grass verge
- Lack of permeability for cyclists
- High motor traffic speeds
- Lack of route directional signing

Background

This scheme had been desired by stakeholders for many years and was finally able to proceed due to political will. It provides a missing link on Link 129. Previously cyclists heading south from The Chase were cut off from the rest of the route by a one way street with fast moving traffic, a full height kerb, and a muddy track across Clapham Common.

Scheme details:

- 2.0m shared use path
- Soft landscaping
- Raised table
- Surface upgrades
- Access improvements
- Signing & road markings

Design details and considerations

The barriers were overcome through the implementation of two key scheme components. A raised table and road narrowing was introduced at the junction of The Chase and Clapham Northside which has greatly improved sight lines for cyclists and pedestrians, reduced crossing distances, provided stepless crossing, and reduced road danger by slowing down motor vehicles at this point. Secondly, a formal shared use path was constructed in hoggin material on what was previously a muddy desire line. Aesthetic considerations were paramount in the design process; selective mowing disguises the path edges and children from the local school will plant daffodil bulbs.

Feedback

A recent face to face survey revealed that 78% of people asked had noticed the changes and 92% who had noticed said that they were pleased with the changes.

After

Before

After

London Borough of Lewisham

Borough Officer: Carole Crankshaw

I project manage the LCN+ budget and implementation of the schemes from bidding for the funds to the final implementation of them. I have six in-house engineers working on the detail design of the projects. It is a heavy workload especially when you consider that I usually run up to 6-8 projects funded directly from the BSP/LIP/portal as well, which includes cycle parking, cycle parking audit and cycle parking database and the Greenways projects, and others. The cycle training and cycle awareness programs, however, are dealt with by our road safety department.

With the increase in cycling quite noticeable in the borough, as well as in central London, this has created a great deal of demand from the public for amenities and for advice and help in all areas of cycling. We have also experienced a significant increase in cycling by members of staff, many of whom now cycle to work and have been keen to find routes and information that will help them on their way.

LCN+ Links in borough

Dunfield Road Scheme

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
141	0.18	0.66	0.41	47,000
143	0.00	0.00	0.00	0
144	0.00	0.56	0.12	160,000
145	0.20	0.07	0.00	60,500
146	0.00	1.63	0.00	181,000
275	0.69	0.00	0.00	1,000
Multiple	0.00	0.01	0.00	24,100
Off Link	0.00	0.00	1.13	67,500
Total	1.06	2.93	1.65	541,100

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Wickham Road

Scheme Code: BS\08\LCN\LEW.12

Cost: £50,000

Existing conditions:

- High motor traffic speeds
- Turning movement conflicts
- Lack of route directional signing

Scheme details:

- Kerb build-outs
- Traffic islands
- Pedestrian refuges
- Right turn pockets
- Signing & road markings

Location

The scheme is located on Link 144 in the London Borough of Lewisham. Link 144 is an east/west route, forming part of LCN Routes 62 and 65 running between Deptford Broadway near Deptford Bridge DLR at the intersection with Links 63, 143 and 275 in the east and St Asaph Road near Nunhead Cemetery at the boundary with LB Southwark in the west.

Background

Wickham Road and Friendly Street are residential streets between Brookmill Road and Brockley Road. Traffic speeds and volumes were traditionally high. A CRISP study was completed in August 2006 and this identified a number of improvements to improve conditions for cycling on Link 144. Traffic calming features in the form of road humps and speed cushions have since been introduced in an effort to reduce traffic speed and volume. The CRISP study also included recommendations to address turning movement conflicts on Wickham Road at the junctions with Cranfield Road and Harefield Road. Motor vehicle speeds were found to be quite high at these locations, despite the aforementioned traffic calming features. In addition, cyclists experienced difficulty turning right at these junctions.

Design details and considerations

The scheme has reduced the width of carriageway on Wickham Road at both junctions. This was achieved through the introduction of a combination of features including new traffic islands, pedestrian refuge islands, kerb build-outs, amendments to existing speed cushion layouts and the provision of hatching at each junction. The works also included the provision of signing and surface markings such as cycle symbols to raise awareness that Wickham Road is located on a cycle route. Protected right turn pockets were also provided to improve road safety at both junctions.

After

After

London Borough of **Lewisham**

London Borough of Merton

Borough Officer: Pete Thomas

We project manage and undertake delivery of schemes from the CRISP process for the 5 key Links in the borough and also the Greenways programme which includes a former LCN+ Link. Our duties include the design, consultation committee process and site works. As is common across many of London's boroughs the most significant element is winning the hearts and minds of local people and their Councillors.

The increase of cycle use London wide is reflected in Merton with anecdotal evidence such as a significant increase in parking at rail stations and increased demand for installation of cycle parking facilities.

LCN+ Links in borough

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
148	0.00	0.00	0.04	15,500
149	0.36	0.00	0.62	94,900
150	0.70	0.79	0.70	51,600
151	0.01	0.08	0.00	35,300
152	0.37	1.10	0.07	339,400
Multiple	0.00	0.00	0.01	131,200
Off Link	0.00	0.42	1.36	152,400
Total	**1.44**	**2.39**	**2.79**	**820,300**

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Green Lane — **Scheme Code:** BS\08\LCN\MER.36

Location

The Implementation of 1.2m wide advisory cycle lanes from Central Road, in Merton to Rosehill Roundabout in Sutton, on both carriageways. In addition, the proposals included a new 20mph speed limit for the central section of the scheme outside St.Helier Station and the local shops.

Cost: £350,000

Existing conditions:

- High motor traffic speeds
- Uncontrolled crossing

Scheme details:

- Advisory Cycle Lanes
- Kerb Buildouts
- Entry Treatments
- 20mph limit
- vehicle activated signs

Background

The central 20mph speed limit section included the construction of new raised road tables at the entry points to the new limit and a raised Zebra crossing within it. These measures were all constructed using contrasting block paving. The materials used helped to change the feel of the area whilst reducing vehicular speeds. The measures were combined with widened footways and raised crossing points which further helped to enhance the appearance of the 20mph limit and aid pedestrian movement.

Design details and considerations

In the remainder of Green Lane we provided build-outs at all of the junctions, and entry treatments at various key junctions which helped to protect existing on-street parking and improve visibility for road users when exiting and entering Green Lane. Advisory cycle lane markings were laid throughout the duration of the scheme and were accompanied with new cycle symbols at regularly spaced intervals. The new advisory cycle lanes have helped change the perception of the usable carriageway width which has assisted to change driver behavior and improve awareness and visibility of cyclists in the area.

Feedback

The scheme has provided a continuous link from Merton, across the borough boundary and into Sutton, joining Link 152 of the existing London Cycle Network.

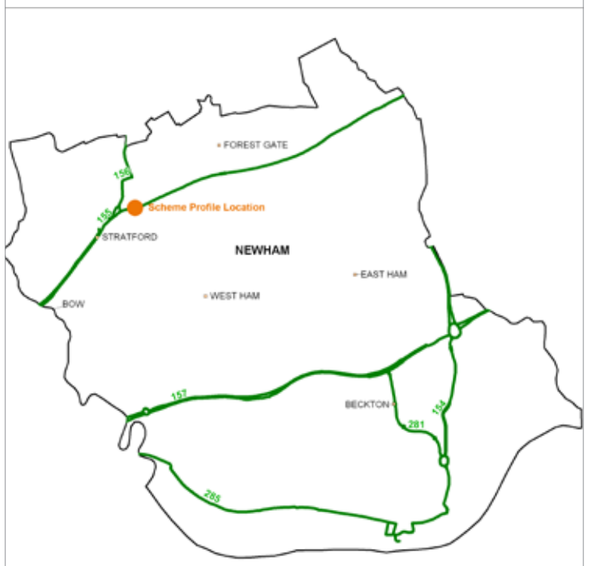
London Borough of Newham

Borough Officer: Kristian Turner

I am based within the Traffic Management and Road Safety Team at the London Borough of Newham, where my role as Senior Engineer for cycling covers a wide remit and a diverse number of different cycling programmes. This involves working with a wide range of different partners from the LCN+ Project Management Team, Transport for London, Sustrans, Newham LCC and the Olympic Delivery Authority.

The year 2008/09 was a challenging year for the delivery of LCN+ schemes, with works being implemented primarily on LCN+ Link 155 Romford Road, which is one of the main east to west routes in the borough. A lot of the focus in 2008/09 has been the design and consultation of schemes along Links 281 and 285, and this will enable us to progress with a higher level of implementation in 2009/10, with Link 285 being substantially completed. CRISP recommendations from other LCN+ links such as 155 and 156 will not be completed by the end of the LCN+ programme in 2010, these routes will be addressed through the boroughs corridor approach through the LIP's 2 funding.

LCN+ Links in borough



The council are in the process of collating baseline cycle flows across the borough which will allow us to determine our modal share for cycling, which at the moment is lower than for other boroughs, but demand for cycle parking at key trip generators such as train stations and in Stratford Town Centre is high, suggesting an increasing demand. There are many positive factors conducive to cycling as a mode choice in Newham, the Woolwich Ferry and Foot Tunnel provide a river crossing point, the borough is relatively flat, the Elevated Greenway that connects Beckton to Victoria Park, and of course the London 2012 Olympics.

The challenges are to coordinate the cycling programme with the significant amount of other works in the borough, particularly in the Stratford area with the Stratford High Street and Town Centre public realm schemes, the Olympic Park site itself and the Westfields Development, not to mention CrossRail!

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
155	0.00	0.00	0.00	63,000
156	0.00	0.00	0.00	15,500
281	0.00	0.00	0.00	20,500
285	0.00	0.00	0.00	35,000
Total	0.00	0.00	0.00	134,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Romford Road j/w Tavistock Road **Scheme Code:** BS\08\LCN\NEW.02

Location

Link 155 Provides a link to Stratford town centre for cyclists from the west in Ilford and beyond and the route continues into Tower Hamlets joining the A11 at Bow flyover.

Background

Much of the work in 2008/09 concentrated on designing improvements along the length of the Link. One aspect of this scheme which was implemented was at Romford Road's junction with Tavistock Road. This was highlighted in the CRIM as a particular danger due to a cycle lane which turned sharply whilst crossing the mouth of the junction and led into a buildout that had been implemented previously.

Design details and considerations

The markings were removed and re-marked to maintain the on-road advisory cycle lane and continued to join a bus lane 30m from the junction.

Cost: £63,000

Existing conditions:

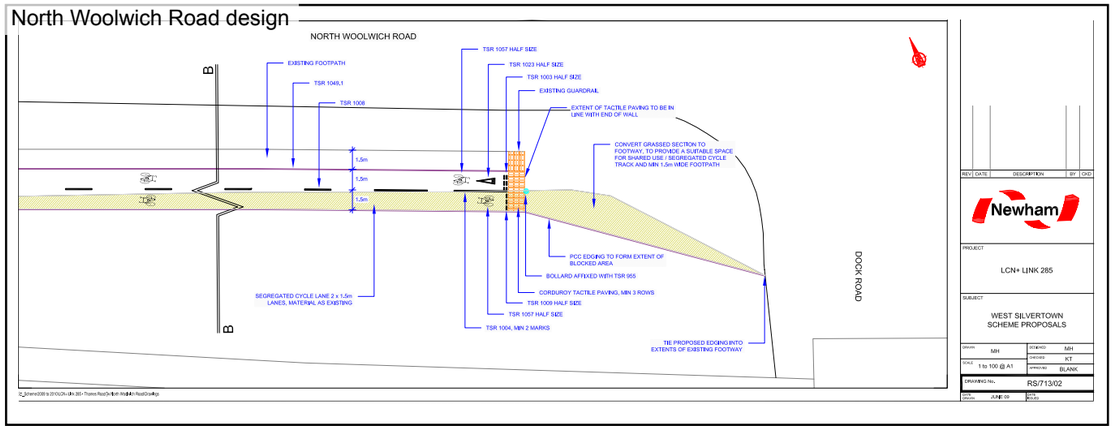
- Poor alignment of advisory cycle lane

Scheme details:

- Improved alignment and lane extended to existing bus lane

The North Woolwich Road design below is on LCN+ Link 285. The aim of the scheme is to widen the footpath by removing a grass verge in order to accommodate a two way cycle track. The scheme is due to be implemented in financial year 2009/10.

North Woolwich Road design



London Borough of Redbridge

Borough Officer: Jack Redman

The development of the LCN+ cycle route project has been overseen by the borough with additional resources being provided via its framework consultants, enabling the delivery of cycle route design. During the period when the LCN+ has been progressed there has been a noticeable increase in the level of cycles within town centres and at rail station cycle parking areas within the borough.

The borough has ensured that although barriers to progress have arisen, that schemes have progressed and it is well placed to pursue the LCN+ programme to completion.

LCN+ Links in borough

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
158	0.00	0.00	0.00	13,226
159	0.00	0.72	0.00	334,827
160	0.00	0.39	0.00	51,211
161	0.00	0.26	0.00	6,225
162	0.00	0.00	0.00	0
Total	0.00	1.37	0.00	405,489

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: George Lane **Scheme Code:** BS\08\LCN\RED.16

Cost: £335,000

Scheme details:

- Carriageway widening
- Bridge widening
- Advisory cycle lane
- ASLs

Location

The scheme lies on Link 159 which runs north/south between the county boundary in the north and Snaresbrook in the south.

Background

The scheme involves a significant length of widening to allow for advisory cycle lanes as well as ASLs at all signalised junctions and further kerb realignments at the George Lane junction with High Road, Woodford.

Design details and considerations

This scheme has been on the programme since 2005/06 and was approved by TfL's structures team for the widening to occur on the bridge over the A406. 2007/08 funds were used to pay for relocation of statutory undertakers plant. Completion is expected mid 2009/10.

Before

After

London Borough of **Redbridge**

London Borough of Richmond upon Thames

Borough Officer: Robert Parsey

To ensure delivery of the 2008/09 programme we set up a task team made up from officers from the bus, cycle and local safety teams who review the whole area but develop only one scheme. This approach was trialled out along Hampton Court Road and has proved quite successful particularly during the consultation stages, in fact this approach helped to identify a potential off road shared cycle facility adjacent to a high speed section of carriageway and without cross modal funding we would not have been able to develop the scheme. We are confident that with the support from the LCN+ team we are able to produce a number of high quality schemes during the upcoming year.

LCN+ Links in borough

Hampton Court Road Scheme

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
167	0.00	0.81	1.28	485,000
168	0.00	0.00	0.26	325,000
169	0.82	0.00	0.00	10,000
172	0.86	0.00	0.00	10,000
174	0.09	0.00	0.00	10,000
175	0.00	0.00	0.00	0
All Links	0.00	0.00	0.00	25,000
Multiple	0.00	0.00	0.01	20,000
Total	1.77	0.81	1.55	885,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Hampton Court Road **Scheme Code:** BS\08\LCN\RIC.01

Location

Link 167 is an east west link starting at the borough boundary near Hampton station and continuing to the borough boundary with Kingston at Kingston Bridge.

Cost: £60,000

Background

Hampton Court Road is a road with differing characteristics along its length. In 07/08 work was carried out on phase 1 of Hampton Court Road. In 08/09 phase 2 of this work was finished. Both phases involved implementation of the CRISP recommendation, namely to introduce a shared use facility on the footway to allow less confident cyclists to cycle off carriageway along this fast and busy road. Further work is being carried out in 09/10 at both the western and eastern ends of Hampton Court Road to provide a continuous high quality link.

Existing conditions:

- Fast 40mph road with a higher 85th percentile of 44mph, whilst increasing to 55mph at night time.
- Total vehicle numbers a day is in excess of 20,000
- Unpleasant to ride
- Discontinuous cycle lane
- Low pedestrian footfall

Feedback

The key stakeholders which include Thames Landscape Strategy Royal Parks and Police have given very positive feedback.

Scheme details:

- 3m shared use facility

Before

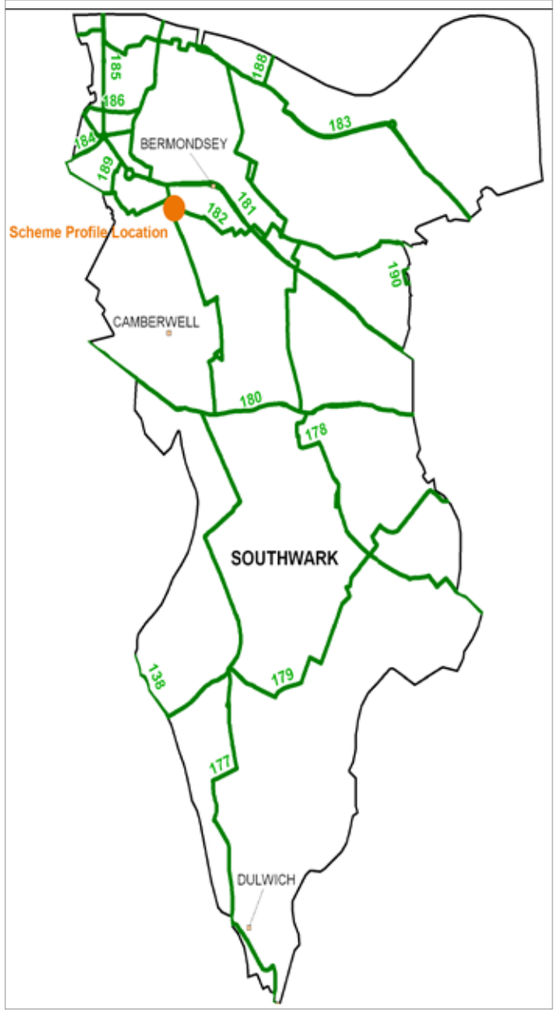
After

London Borough of **Richmond upon Thames**

London Borough of Southwark

Borough Officer: Clement Agyei-Frempong

LCN+ Links in borough



I am situated within the Public Realm Project team of the Department of Environment and Housing of London Borough of Southwark. I am responsible for the design and implementation of LCN+ schemes in the borough. I run a team of three engineers who design, consult and implement CRISP recommendations within the borough. In addition, our partnering consultant addresses specialist tasks. Our Cycling officer Roger Stocker gives us advice on policy matters and overall cycling issues.

The number of cyclists on Southwark's highways is increasing steadily since the inception of the LCN+. This is evidenced by the increased demand for cycle stands in commercial and leisure facilities and the increased number of cyclists travelling to and from work during peak hours.

Friern Road scheme

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
177	2.32	1.91	2.49	366,500
178	0.00	0.70	0.69	122,000
179	0.00	0.53	0.75	245,500
182	0.00	0.37	0.14	171,000
183	0.00	0.00	0.93	74,000
186	0.00	0.46	0.00	11,000
Total	2.32	3.96	5.00	990,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Rodney Road j/w Larcom Street

Scheme Code: BS\08\LCN\SOU.05

Location

The scheme is located on LCN+ link 177 in the LB Southwark. Link 177 is a north/south route, beginning at the borough boundary of City of London at Southwark Bridge, heading south to LB Bromley at Crystal Palace.

Cost: £22,000

Existing conditions:

- Sub standard two-way track through pedestrianised area.
- Issue with cyclist conflict
- Unpleasant local environment

Scheme details:

- Resurfacing
- Junction layout changes
- Improved landscaping

Background

Larcom Street is a part pedestrianised road with no motor vehicle access from the junction with Rodney Road. Larcom Street then merges with Content Street, which operates as a one way road, with contra-flow access for cyclists. LB Southwark had provided facility for cyclists, with a two way facility allowing cyclists to travel to/from Rodney Road in both directions. However, the facility was substandard. The location was studied by stakeholders in 2004 as part of the CRISP process, and numerous recommendations were put forward, including bringing the existing facility up to LCDS.

Design details and considerations

The original scheme included a short section of segregated cycle track located on the footway between Rodney Road and Content Street. This facility was substandard, narrowing to 1.3m at points, and bollard placement created problems for cyclists. There was also potential for cyclist on cyclist conflict between bollards. The area was also unpleasant to ride through, as the area was barren and uninviting, especially at night, where poor lighting led to many cyclists feeling uncomfortable about using the facility.

The new layout addressed the previous concerns and conflicts through the construction of a new entrance into the facility for cyclists coming from Content Street. The works included alterations to layout of the junction, carriageway resurfacing, streetscape enhancements, the introduction of trees, benches, new and improved lighting and additional signing.

Feedback

The scheme has been met with positive comments from Stakeholders

Before

After

After

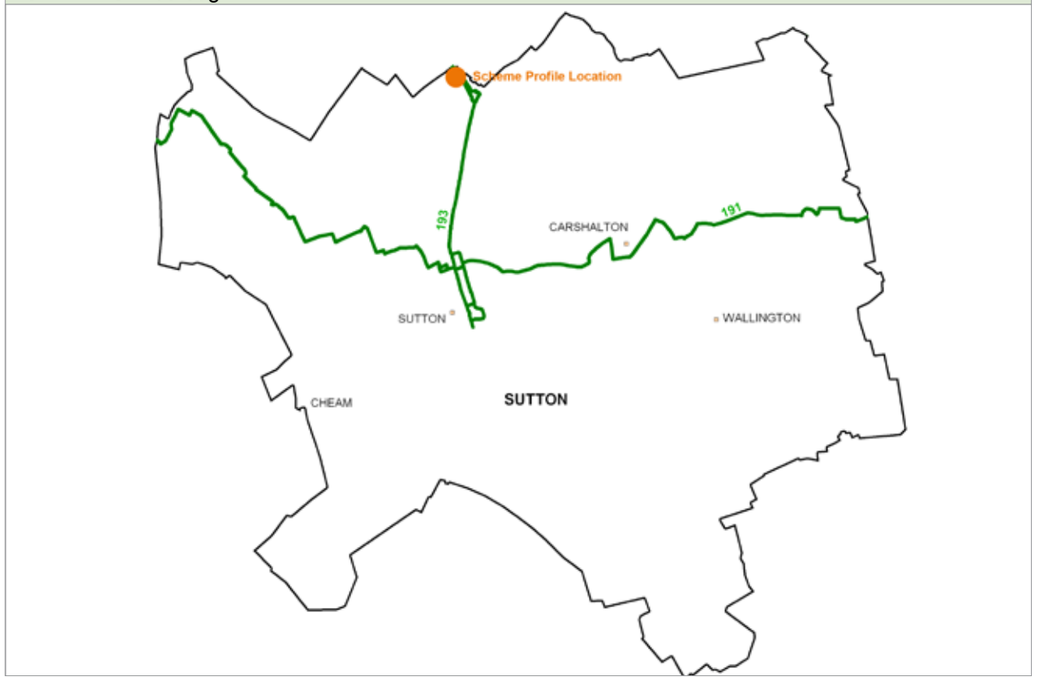
London Borough of Sutton

Borough Officer: Paul Blunt

I use 'in house' staff to design schemes and progress implementation by using term contractors. Recent surveys carried out as part of the Smarter Travel Sutton (STS) project show a 50% increase in cycling in the Borough and there is evidence of increased parking at cycle parking facilities. Promotion of cycling was a key aspect of the STS programme, delivered in partnership with TfL and local stakeholders.

A major environmental improvement scheme for Sutton High Street is in progress and a proportion of the funds were used to ensure that the LCN+ routes were maintained and enhanced at the same time.

LCN+ Links in borough



Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
191	0.00	1.32	0.91	118,000
192	0.00	0.38	0.20	97,000
193	0.00	2.36	0.35	105,000
Multiple	0.00	0.00	0.16	11,000
Total	0.00	4.06	1.61	331,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Green Lane

Scheme Code: BS\08\LCN\SUT.11

Location

The Scheme is on the northern part of Link 193 which runs between Furness Road at the borough boundary with Merton in the north and Sutton Railway Station in the south. The scheme was undertaken as a joint scheme with Merton.

Cost: £65,000

Existing conditions:

- High motor traffic speeds

Scheme details:

- Advisory Cycle lanes
- Kerb Buildouts
- Entry Treatments

Background

The central 20mph speed limit section included the construction of new raised tables at the entry points to the new limit and a raised Zebra crossing within it. These measures were all constructed using contrasting block paving. The materials used helped to change the feel of the area whilst reducing vehicular speeds. The measures were combined with widened footways and raised crossing points which further helped to enhance the appearance of the 20mph limit and aid pedestrian movement.

Design details and considerations

Advisory cycle lane markings were laid throughout the length of the scheme and were used alongside new cycle symbols at regularly spaced intervals. The new advisory cycle lanes have helped change the perception of the usable carriageway width which has assisted in changing driver behaviour and improving awareness and visibility of cyclists in the area. The scheme has provided a continuous link from Merton, across the borough boundary and into Sutton, joining Link 152 of the existing London Cycle Network.

After

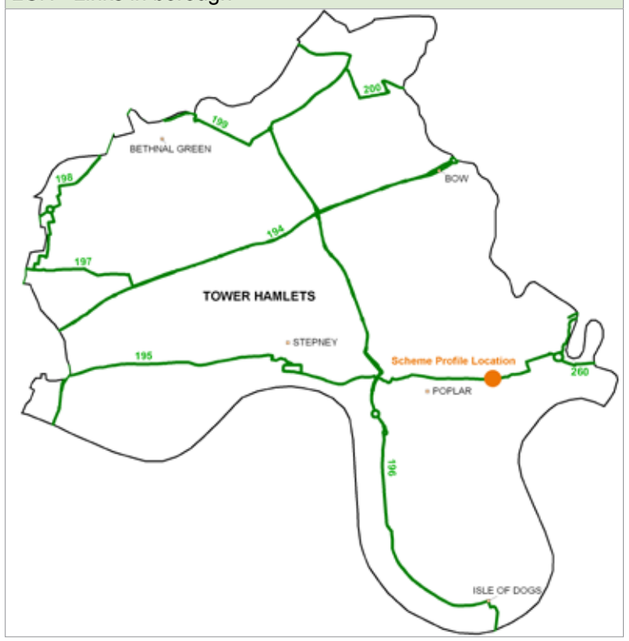
London Borough of Tower Hamlets

Borough Officer: Ashraf Ali

The Transportation and Highways division of LB Tower Hamlets is structured on a project management basis, with the Project Manager for Sustainable Initiatives being responsible for the entire cycling portfolio including cycle infrastructure, promotion, training and cycle awareness. I sit within the Safety and Sustainability Group and can draw on a pool of Engineers and Designers within that group, according to my resourcing requirements for delivery of cycling projects including the LCN+ projects. We also use external consultants to undertake any feasibility studies, transport modelling assessments and Cycle Route Implementation & Stakeholder Plan (CRISP) studies.

We have a strong Local Strategic Partnership structure which underpins all the Council's work and means that we are in close contact with the Police and PCT. This enables us to take a wider view of a locality than simply focussing on provision of a cycle route. The demolition of the Hanbury Street garages is a case in point as this involved working with the Housing Office and local stakeholders, and the result has turned an anti-social behaviour hotspot into a pleasant route which has opened up the whole area.

LCN+ Links in borough



Grove Road scheme toucan crossing

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
195	0.00	0.31	3.20	182,500
196	0.00	0.19	0.96	175,000
197	0.00	0.00	0.27	60,000
199	0.00	1.64	0.00	80,000
200	0.00	0.12	0.00	15,000
260	0.00	0.03	0.00	5,000
Total	0.00	2.30	4.44	517,500

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Poplar High Street

Scheme Code: BS\08\LCN\THA.21

Cost: £120,000

Existing conditions:

- High motor traffic speeds
- Inappropriate traffic calming features
- Poor streetscape
- High collision rate

Scheme details:

- Multi-funded scheme
- Traffic calming
- Carriageway resurfacing
- Streetscape enhancements
- Signing & roadmarkings

Location

The scheme is located on Link 195 in the London Borough of Tower Hamlets. Link 195 is an east/west route forming part of LCN Route 15 running between East India Dock Road on the boundary with LB Newham in the east and Mansell Street on the boundary with the City of London in the west.

Background

Poplar High Street suffered from high traffic speeds and volumes, despite already having some traffic calming features. The traffic calming features were a mixture of chicanes with cycle gaps and speed cushions. These features were not comfortable for cyclists. Numerous collisions had been recorded. Additionally, the carriageway surface was in an extremely poor condition as was the general streetscape. A CRISP study was undertaken in 2006/07 and this identified a number of improvements to improve conditions for cycling on Link 195. These included recommendations to provide traffic calming and streetscape enhancements on this section of Link 195.

Design details and considerations

A local safety scheme was originally developed to address collisions and enhance the streetscape. Officers at LB Tower Hamlets realised the potential benefits of developing a combined scheme and so the LCN+ allocation was used as a funding contribution towards the local safety scheme.

Phase 1 of the scheme involved the section of Poplar High Street between Wades Place and Newby Place and this was implemented in 2007/08. Phase 2 of the scheme was implemented in 2008/09 and consists of new cycle friendly traffic calming features including raised tables and geometric alterations at junctions, surface upgrades, and signing & roadmarkings.

After

London Borough of **Tower Hamlets**

London Borough of Waltham Forest

Borough Officer: Gina Harkell

The main work this year has been to improve existing facilities on the quiet route from Chingford to Hackney and 3 miles of cycle lanes on Forest Road. As with previous years, the engineering work has been carried out by our in-house engineers. Resources continue to be a problem but we now have two engineers working on design and another on the construction of schemes on the ground. Maintenance of existing facilities is hard to keep up with as we now have a network of 22 miles of cycle lanes on main roads and 20 miles of quiet routes where directional signs need to be constantly monitored and rectified. Cycling is still increasing with a rise of 93% on 10 screenlines between 1998 and 2007. The local LCC are consulted on all traffic schemes which may affect them, not just specifically cycle schemes.

LCN+ Links in borough

Forest Road scheme

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
201	0.00	0.09	0.00	13,000
202	0.00	0.00	0.55	90,068
203	0.89	0.63	0.00	175,234
204	0.70	0.10	0.02	105,256
205	0.00	0.00	0.00	36,313
206	0.00	0.23	0.00	50,006
Total	1.59	1.04	0.57	469,877

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Billet Road

Scheme Code: BS\08\LCN\WFO.01

Location

Billet Road is a busy east/west road linking residents and businesses in the west of the borough to the north circular. Link 201 is the main north/south Link in the borough and crosses the North Circular by passing under the Crooked Billet Roundabout. The Link runs along Billet Road for some 400m before continuing south into Monoux Grove.

Cost: £50,000

Existing conditions:

- Busy road
- Wide verge and good pedestrian facilities

Scheme details:

- Section of verge converted to cycle track
- Short section of on-road facility
- Raised table

Background

The volume of the traffic and parked cars on the carriageway made conditions for cycling uncomfortable on Billet Road, particularly westbound where motorists often sped away from the roundabout having come directly from the North Circular. This route also had potential to serve nearby schools and it was felt that an off-road facility westbound would provide the most benefit and attract the most cyclists.

Design details and considerations

The majority of the verge could be converted to segregated track quite simply, however there were several trees and a bus stop which caused pinch points along the route. These pinch points meant that the footpath had to be narrowed in places to accommodate the track. The bus stop caused a bigger problem and after much negotiation it was agreed that the track should join the carriageway for a short stretch before the turning left in Monoux Grove.

Feedback

The scheme is well used, particularly by school children.

Before

After

After

London Borough of **Waltham Forest**

London Borough of Wandsworth

Borough Officer: Dalton Cenac

The focus of 2008/09 has been on the progression of design works and obtaining Member approval for CRISP recommendations. The main issue to enable successful delivery of these projects has been the management of staff resourcing. To assist, external consultants were engaged. Consideration regarding the future use of external consultants on an ad-hoc basis where necessary for design works has been undertaken to ensure that we can fully utilise our allocation and meet our commitment to complete the LCN+.

We continue to consult and work constructively with the Wandsworth Cycling Campaign on the development of all LCN+ schemes and "missing links" in the cycle network. Measures including cycle training, education and publicity to raise road safety awareness remains a priority, with a range of programmes provided to accommodate identified need.

LCN+ Links in borough

Queenstown Road scheme

Network Activity Summary Table				
Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
208	0.00	0.92	0.00	40,000
209	0.00	1.00	0.16	135,000
211	0.00	0.08	0.00	22,000
212	0.00	0.00	0.04	76,000
213	0.02	0.00	0.00	5,000
214	0.00	0.21	0.00	5,000
216	0.00	0.24	0.00	10,000
273	0.00	0.47	0.00	20,000
Multiple	0.00	0.56	0.00	25,000
Off Link	0.00	0.00	0.00	0
Total	0.02	3.48	0.20	338,000

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Queenstown Road

Scheme Code: BS\08\LCN\WAN.06

Location

The scheme is located on Link 209 in the London Borough of Wandsworth. Link 209 is a north/south Link running from Chelsea Bridge on the boundary with RB Kensington & Chelsea in the north, and Lavender Hill on the boundary with LB Lambeth in the south.

Cost: £135,000

Existing conditions:

- Cyclist and pedestrian conflict
- Cyclist and motor vehicle conflict
- Problems with desire lines
- Poor streetscape

Background

Queenstown Road is a two-way road with high cycle and vehicular flows, particularly during peak hours. Previous southbound off-carriageway cycle facilities created the potential for conflict between cyclists and vehicles turning left in to private accesses. Cyclists were obliged to give way at these junctions. However many cyclists chose to remain on carriageway, and the CRISP process recommended the replacement of the off-carriageway facilities with an on-carriageway cycle lane as the desired option.

Scheme details:

- 1.5m advisory cycle lane
- ASLs
- Anti-skid at junctions and crossings
- Streetscape enhancements

Design details and considerations

The scheme involved removal of the cycle track, with subsequent improvements to the footway, to the benefit of pedestrians. Approximately 300m of advisory cycle lane was installed on the southbound carriageway varying in width between 1.5m and 1.8m. The works also included kerb realignments and the provision of anti-skid surfacing on the approaches to traffic signalised junctions. ASLs were also provided at signalised junctions.

Feedback

The Wandsworth Cycling Campaign played a prominent role in the development of this scheme, and has called the installation of the cycle lane "a very welcome improvement".

Before

After

London Borough of **Wandsworth**

City of Westminster

City of Westminster

Borough Officer: Bob Clark

We have expanded our cycle team along with our consultancy partners who have now allocated a dedicated team leader in their team with the result that we achieved a 50% expansion of our LCN+ programme over the previous years.

Cycle growth has been spectacular in Westminster with certain routes, such as Upper Brook Street parallel to Oxford Street having peak flows of over 400 cycles per hour, accounting for almost 50% of all vehicles using that street. On street cycle parking provision is now over the 5000 mark within the borough and we are still experiencing massive demands for more cycle parking throughout the whole of Westminster. Every cycle scheme within Westminster, especially in the West End, has been a large challenge. There is a growing demand for more cycling facilities in what is already a heavily congested area for all sorts of traffic including very heavy pedestrian flows. Each Link, and indeed sections within Links, have their own specific problems needing their own specific solutions. As cycle numbers have increased so has the demand for cycle parking. Another issue being tackled in the West End is how to deal with the myriad of narrow one-way streets. This will involve joint studies with area based teams with a view to possibly change the network, or, where roads are wide enough, possibly reverting to two-way flows. The additional resource both within Westminster City Council and its joint venture team of consultants has seen a big jump in performance.

LCN+ Links in borough

Network Activity Summary Table

Link Number	Feasibility (km)	Design (km)	Implementation (km)	Cost (£)
221	0.00	0.15	0.00	62,600
222	0.00	0.00	0.00	84,000
223	0.72	0.00	0.16	70,000
235	0.00	0.43	0.00	90,000
237	0.03	1.55	0.01	183,427
242	0.00	0.47	0.00	12,113
243	0.00	0.00	0.00	112,000
Multiple	0.00	0.30	0.97	390,294
Off Link	0.00	0.00	0.17	114,000
Total	0.75	2.89	1.31	1,118,434

For a comprehensive schedule and map of schemes with descriptions, photographs and locations please go to the project website at **www.londoncyclenetwork.org.uk** and follow the links via the annual report page.

Scheme Profile: Seymour Place **Scheme Code:** BS\08\LCN\WES.01

Cost: £213,000

Existing conditions:

- Poor carriageway surfacing
- Poor streetscape
- Lack of priority at signals

Scheme details:

- Carriageway resurfacing
- Streetscape enhancements
- ASLs at signals
- Signing & roadmarkings

Location

Various schemes were developed in 2008/09 as part of this scheme code. However, this scheme profile focuses on the work done on Seymour Place. The scheme is located on Link 221 in the City of Westminster. Link 221 is a north/south route forming part of LCN Route 5 running between Boundary Road on the boundary with LB Camden in the north and South Carriage Drive at the intersection with Link 237 in the south.

Background

Seymour Place suffered from poor surfacing with surface regularity, low skid resistance and potholes being specific problems for cyclists. In addition, there was an absence of advanced stop lines (ASLs) at signalised junctions. A Cycle Route Inspection Meeting (CRIM) was undertaken in July 2007 and this identified a number of improvements to improve conditions for cycling on Link 221. These included recommendations to provide carriageway resurfacing, streetscape enhancements, ASLs at signalised junctions and cycle route signing on this section of Link 221.

Design details and considerations

The original design considered the provision of raised entry treatments at side road junctions. However, this strategy was rejected by local ward members. The completed scheme involved resurfacing works covering the majority of Seymour Place between Walmer Street and Seymour Street. This included the provision of anti-skid surfacing on the approaches to signalised junctions as well as on the approaches to a new zebra crossing which was provided outside the leisure centre on the north side of the junction with Bryanston Place. ASLs were provided on the approaches to signalised junctions. Cycle route signing and surface markings (cycle symbols) were also provided.

TLRN Scheme Profile: A126 Butcher Row Toucan crossing

Scheme Code: TN.026.0098108

The scheme is on the A126 in Tower Hamlets and provides a vital connection between the borough segregated cycle track which runs east west across the A126.

After

Cost: £320,000

Existing conditions:

- Uncontrolled crossing of busy arterial

Scheme details:

- Toucan crossing

TLRN Scheme Profile: A205 St Mildred's Road Toucan crossing

Scheme Code: TS.000.0080114

The scheme is on the A205 in Lewisham and provides a vital crossing on Link 142

After

Cost: £150,000

Existing conditions:

- Uncontrolled crossing of busy arterial

Scheme details:

- Toucan crossing

TLRN Scheme Profile: A316 Chiswick Bridge Ramp

Scheme Code: TN.029.0000234

The scheme is on the A316 in Richmond and overcomes route severance on Link 171.

After

Cost: £250,000

Existing conditions:

- Route Severance

Scheme details:

- Cycling and Pedestrian ramp

TLRN Scheme Profile: A1400 Longwood Gardens

Scheme Code: TN.022.3000162

The scheme is on the A1400 in Redbridge and provides facilities for cyclists.

After

Cost: £160,000

Existing conditions:

- Shared use footpath

Scheme details:

- Segregated path

Before

Transport for London Road Network

Section Three: Project Management

8 - Project Management

8.1 - LCN+ Project Achievements 2008/09

- Achieved full expenditure of the budget for the borough programme.
- Completion of all previously programmed CRISP studies.
- Launched the Network Management Database for the TLRN cycling programme. This has enabled TfL's Cycle Programme Team to use the Scheme Information Management System (SIMS) created for the LCN+ borough programme for the management of LCN+ schemes on the TLRN.
- Establishment of a project website based on the CRISP recommendation sign off system; Datasheet Management System (DMS) and provision of training for borough officers and TfL engineers in its associated protocols.
- CRISP datasheet library launched on the project website enabling members of the public to gain access to all CRISP study datasheets searchable by Map location or Link reference.
- GIS based Network Completion System upgraded into the Integrated Transport Network file type, incorporating previous scheme delivery before the introduction of the CRISP programme.
- Benchmarked by Bristol in terms of how to deliver and manage a large cycle infrastructure project, Delivered project management training and assistance as they became the first Cycling City in the UK.
- Camden Consultancy Service awarded an outstanding customer service award using LCN+ case studies to illustrate our relationship with stakeholders.
- Maintained exemplar standard of project management in terms of methodology, innovation and support.

8.2 - Project Conferences

The annual Borough Cycling Officer Workshop was held at the New London Architecture Centre on the 28th May 2008.

Photo 2: Members of the LCN+ Project Management team leading design workshop sessions.

The annual Borough Cycling Officer Workshop was split into four parts; part one covered Project Progress and Strategy, part two covered Design Issues and Best Practice, part three covered Borough Resources and Procedures and part four covered datasheet processing and finance. Feedback from the workshop was universally positive with all participants giving overall feedback ratings of good or excellent.

8.3 - About the LCN+ Project Management team

For the majority of 2008/09 the LCN+ Project Management team at Camden consisted of 1 project director, 1 project manager, 1 project development manager, 3 sector managers, 3 project officers, 2 GIS officers, 1 project support officer and 1 administration officer. The team forms part of Camden Consultancy Service (CCS) within the Culture & Environment Department of the London Borough of Camden.

CCS specialises in progressive transport planning, design and implementation. Our service comprises of project managers, chartered engineers, senior engineers, graduates, technicians, CAD operators, IT and support staff. We are engaged in the management and improvements of road networks in the heart of London. One of our key roles is project managing the delivery of the London Cycle Network Plus (LCN+) with the support of the 33 London boroughs and in partnership with Transport for London (TfL). In addition to the LCN+ project management, the CCS Cycling Team undertake cycle facility concept development and design, Cycle Route Implementation and Stakeholder Plan (CRISP) studies, and Cycling, NMU and Road Safety Audits.

Left to Right: David Oelman, Lailaa Jooma, Luke Stewart, Steve Cardno, Martin Blick, Jon Wheatley, Brian Deegan, Rob Curtis.

8.4 - About the TfL Cycle Programme Team

The Cycle Programme Team (CPT) is the primary delivery unit in the Cycling Walking and Accessibility group of TfL/Surface Transport responsible for implementation of cycling schemes on TLRN and borough roads, and off-road land owned by boroughs and other managing authorities. The role of CPT is to work with stakeholders to identify projects, routes and networks and then to assemble business cases, funding requirements, project management and supply chain resources to realise the schemes so identified.

Part of this work includes the recording and reporting on scheme and programme outputs, monitoring of the scheme outcomes and informing future plans and designs to optimise funding choices.

Technical assurance for the TLRN programme and general technical guidance is provided by John Lee and his team in the TfL Cycling Centre of Excellence.

The CPT acts as Senior Responsible Owner, providing funding authority and delivery assurance, for schemes forming the TLRN component of the LCN + Programme, through its internal clienting operation.

Left to Right: Julie Reid, Iain Houston, Nick Chitty, John Lee, John Nicholson, Peter Treadgold, Lakhbir Paul.

www.londoncyclenetwork.org.uk

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