

# London Cycle Network Plus (LCN+) Annual Report 2006/2007

October 2007

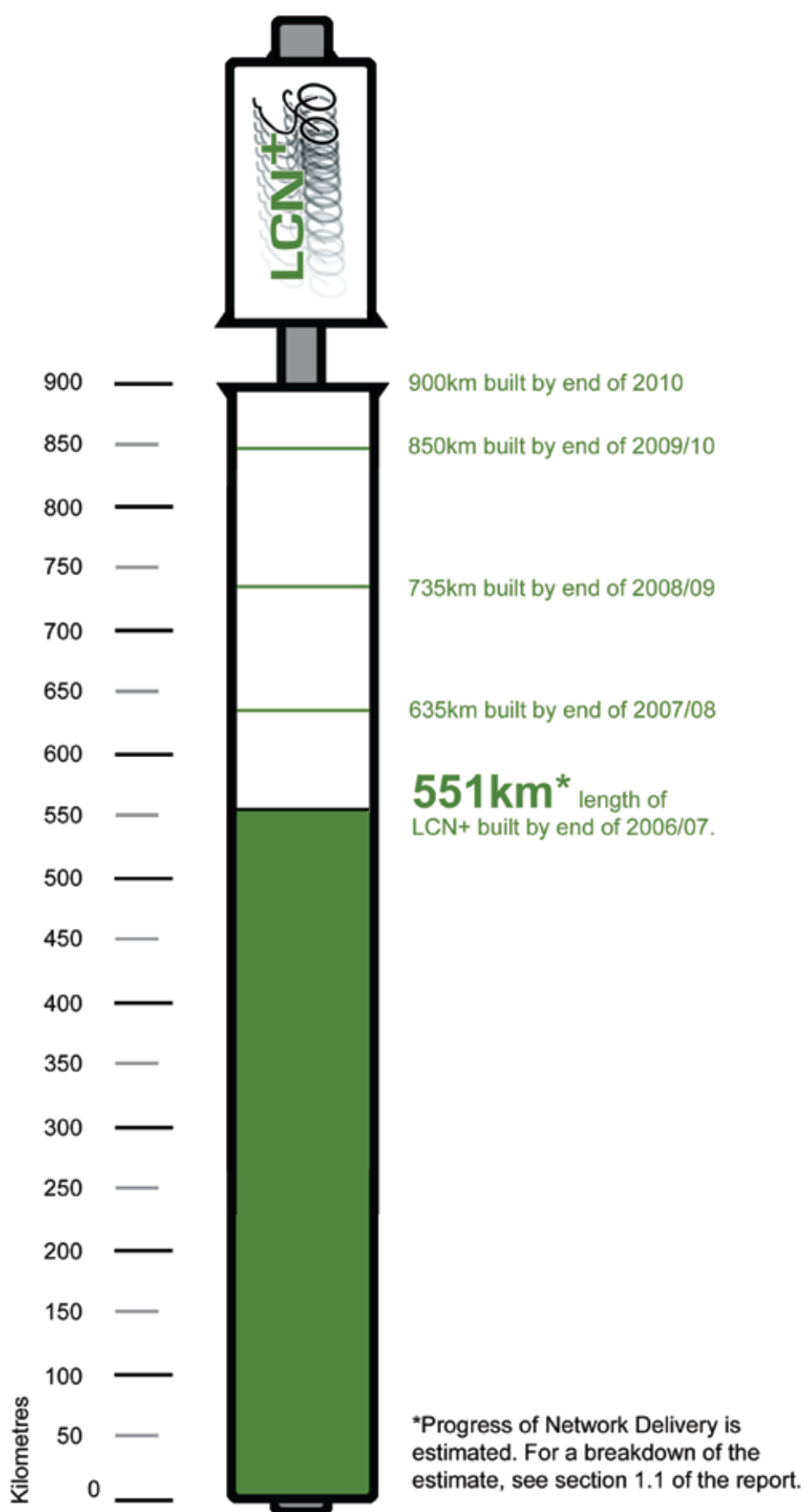
Camden Consultancy Service | LCN+



# London Cycle Network Plus (LCN+) Annual Report 2006/2007

October 2007





## Foreword by Transport for London

Providing a good cycling network is key to realising the Mayor's vision to make London a cycling city. Improvements to the cycling infrastructure along with a whole host of other initiatives mean that it's never been easier, or more attractive, to take to two wheels, whatever our age, ability or culture. For all of us it provides a greener, healthier, and often faster, journey around our city.

The infrastructure improvements being implemented across the Capital are an important part of the cycling story. So far around 60 per cent of the 900 kilometre LCN+ network has been successfully completed. This is a commendable achievement which has only been made possible through collaborative working amongst a range of stakeholders. I would like to thank everyone involved in this process from planning and design, right through to delivery.

With targets to increase cycling by 400 per cent by 2025\*, and complete the remaining 40 per cent of the LCN+ network by the end of 2010, the challenge of creating the

right conditions for cyclists remains a considerable one. I am pleased to say that we are on target to complete the scoping of the remaining work through CRISP studies in 2008. And looking ahead, the 2007 Network Review will consider recommendations made in the CRISP (Cycle Route Implementation and Stakeholder Plan) reports about the costs and delivery of the LCN+ Programme. After that our next objective is to set out, by the end of this financial year, how the programme will be completed.

TfL is committed to work with our partners and to build on our achievements to date to provide an excellent network for cyclists in London.

\* Compared with levels in 2000 - Transport 2025



**David Brown**  
*Managing Director, Surface Transport*

## Foreword by London Borough of Camden

This is the fifth annual report on the LCN+ project and reports on activities for the period 1st April 2006 to 31st March 2007. During this period 55.5km of route length was delivered leading to the overall completion thus far of 551km of the network.

The LCN+ Borough Programme managed by the LCN+ PM (Project Management) team (part of Camden Consultancy Service) delivered 483 schemes with a final outturn of £14.6M. In addition to this the TfL RND and RNM teams have delivered 95 schemes with a final outturn of £2.1M on the TLRN, so that a total of £16.7M was spent on the LCN+ project during 2006/07.

Five boroughs did not deliver any LCN+ schemes in 2006/07. This was generally due to political issues or resource constraints.

2006/07 saw the majority of CRISP (Cycle Route Implementation and Stakeholder Plan) studies being completed, and the focus shifting to detailed design and implementation.

The barriers to delivery highlighted in 2006/07 were made public in January 2007 with the "High Risk Barriers (Infrastructure) Report" being published and presented to executives, principal engineers and cycle officers from all the London Boroughs and TfL. A strategy has been developed and the resolution of these barriers will be tracked closely.

The Scheme Information Management System (SIMS) was developed by the LCN+ PM team to store all financial and scheme progress information in one database allowing robust project reporting.

The Design Check Procedure (DCP) continues to form a vital component of our technical quality assurance checks. Our Sector teams performed 110 scheme design checks whilst providing input into many more schemes via progress and design meetings.

The Annual Borough Officer workshop held in July 2006 was very well received. Contributions from the Borough Officers as part of the workshops have proved invaluable in reviewing project procedures, processes and strategies.

The implementation of traffic signal schemes in 2006/07 was challenging for both the boroughs and TfL. The TfL Directorate of Traffic Operations (DTO) procedures were amended and rationalised during 2006/07 with the LCN+ PM team now presenting scheme projects to DTO on behalf of the boroughs.

LCN+ funding levels for the borough programme have increased from £14M in 2006/07 to £17.6M in 2007/08. This funding increase has been echoed for the TLRN LCN+ programme, with allocations rising from £2.1M in 2006/07 to £5M in 2007/08.

We continue to enjoy a productive working relationship with our supply chain partners, and stakeholders who have contributed towards delivering the LCN+.



**Alex Williams** Assistant Director of the Culture and Environment Directorate at the London Borough of Camden

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# Executive Summary

This report is a record of activity for the London Cycle Network Plus (LCN+) project during the 2006/07 financial year.

The LCN+ is a planned 900km network of radial and orbital cycle routes across London on borough roads, the Transport for London Road Network (TLRN) and off-highway which is planned to be complete by end of 2010.

## CRISP Studies

In 2006/07, 64 CRISP studies were commissioned and 32 were finalised representing 80.04km of the network length. Also completed in 2006/07 were 50 studies commissioned in the 2005/06 programme, 11 from the 2004/05 programme and 7 from the 2003/04 programme. In total, Final CRISP reports have been produced for over 750km of the network by the end of 2006/07. The remaining CRISP studies will be completed in 2007/08.

## Network Delivery

Cycle infrastructure was introduced on, or conditions for cycling improved, across 55.5km of the network. The additional work raises the estimated total network complete to date to 551km.

## Asset Contribution

Physical works were carried out to construct or improve 236 assets including cycle lanes and tracks, junction improvements and cycle crossings. This represents 89 linear assets

(contributing 37.5km to the network), 91 junctions, 12 crossings, 37 access improvements and 15 assets that overcame strategic network severance.

## Asset Management Initiative

20 Boroughs participated in the Asset Management Initiative accounting for £1.6M of spend. Asset Management Initiative works were completed across 257.9km the borough network.

## Expenditure

As at the end of March 2007, 483 schemes progressed on the LCN+ Network with a final outturn of £14.6M (104% of the revised allocation) on borough roads. 95 schemes progressed with a final outturn of £2.1M on the TLRN. Funding was increased mid-way through the year to £14M for the borough programme from the original allocation of £12.5M.

## Barriers

The High Risk Infrastructure Barriers report was issued in January 2007 and this marked the end of the “identification phase” of the process. Quarter four of 2006/07 saw the beginning of the “investigation phase” with a barrier tracker established to collect more information from highway authorities.

# 1.0 Network Delivery

## 1.1 Network Delivery 2006/07

Total length of Network completed = 551km

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:** Summary of Borough Contributions to Network Delivery

| Highway Authority          | Length                            |                        |                             |
|----------------------------|-----------------------------------|------------------------|-----------------------------|
|                            | CRISP/Feasibility<br>Commissioned | Design<br>Commissioned | Implementation<br>Completed |
|                            | (km)                              | (km)                   | (km)                        |
| Borough (Borough Roads)    |                                   |                        |                             |
| Barking & Dagenham         | 1.43                              | 2.69                   | 2.50                        |
| Barnet                     | 0.00                              | 0.00                   | 0.00                        |
| Bexley                     | 4.53                              | 7.32                   | 3.99                        |
| Brent                      | 0.35                              | 5.05                   | 0.00                        |
| Bromley                    | 1.75                              | 1.70                   | 1.28                        |
| Camden                     | 21.71                             | 1.27                   | 1.27                        |
| City of London Corporation | 0.33                              | 0.48                   | 0.11                        |
| Croydon                    | 0.00                              | 4.92                   | 1.28                        |
| Ealing                     | 0.58                              | 1.37                   | 1.40                        |
| Enfield                    | 1.19                              | 3.32                   | 0.00                        |
| Greenwich                  | 0.32                              | 0.75                   | 0.47                        |
| Hackney                    | 4.89                              | 5.46                   | 2.19                        |
| Hammersmith & Fulham       | 1.26                              | 0.94                   | 1.31                        |
| Haringey                   | 0.29                              | 2.12                   | 4.17                        |
| Harrow                     | 0.38                              | 1.97                   | 0.56                        |
| Havering                   | 0.00                              | 0.64                   | 0.55                        |
| Hillingdon                 | 10.66                             | 13.05                  | 10.84                       |
| Hounslow                   | 0.48                              | 0.48                   | 1.71                        |
| Islington                  | 0.29                              | 0.29                   | 1.17                        |
| Kensington & Chelsea       | 0.00                              | 0.00                   | 0.00                        |
| Kingston upon Thames       | 1.46                              | 1.43                   | 0.75                        |
| Lambeth                    | 2.40                              | 2.09                   | 1.35                        |
| Lewisham                   | 0.67                              | 1.73                   | 1.38                        |

|                    |               |               |              |
|--------------------|---------------|---------------|--------------|
| Merton             | 3.94          | 1.14          | 1.54         |
| Newham             | 0.00          | 0.00          | 0.34         |
| Redbridge          | 0.06          | 0.16          | 0.00         |
| Richmond           | 0.99          | 2.68          | 2.15         |
| Southwark          | 3.00          | 3.94          | 5.29         |
| Sutton             | 2.68          | 3.35          | 0.74         |
| Tower Hamlets      | 0.00          | 1.27          | 1.46         |
| Waltham Forest     | 0.18          | 0.32          | 0.89         |
| Wandsworth         | 1.64          | 1.64          | 0.00         |
| Westminster        | 0.00          | 0.00          | 1.13         |
| <b>Sub-total:</b>  | <b>67.46</b>  | <b>73.57</b>  | <b>51.82</b> |
| TfL (TLRN)         |               |               |              |
| RNM                | -             | -             | 3.74         |
| RND                | 98.68         | 59.48         | -            |
| <b>Sub-total:</b>  | <b>98.68</b>  | <b>59.48</b>  | <b>3.74</b>  |
| <b>Grand Total</b> | <b>166.14</b> | <b>133.05</b> | <b>55.56</b> |

In 2000/06 the Network Completion System (NCS) was developed to verify network delivery and completion. This system involves the mapping of recommendations from Final CRISP reports into a geographical information management system. In 2006/07 significant work was undertaken to refine the accuracy of the NCS and 60% of Final CRISP reports have now been mapped into the system.

CRISP reports provide carefully considered reviews of small lengths of the network (referred to as Links) and make recommendations regarding the work required to complete each length with budget estimates of work value. In the NCS, CRISP recommendations are mapped to the segment of the Link that they relate to. The length of the segment then relates to the length covered by the CRISP report datasheet.

Where a CRISP report does not make any recommendations on a section of a Link it is assumed that no work is required and this section of the network is regarded as complete. When all recommendations for a section of a Link have been satisfied (or addressed) the length of this section is then considered complete and counts toward network completion.

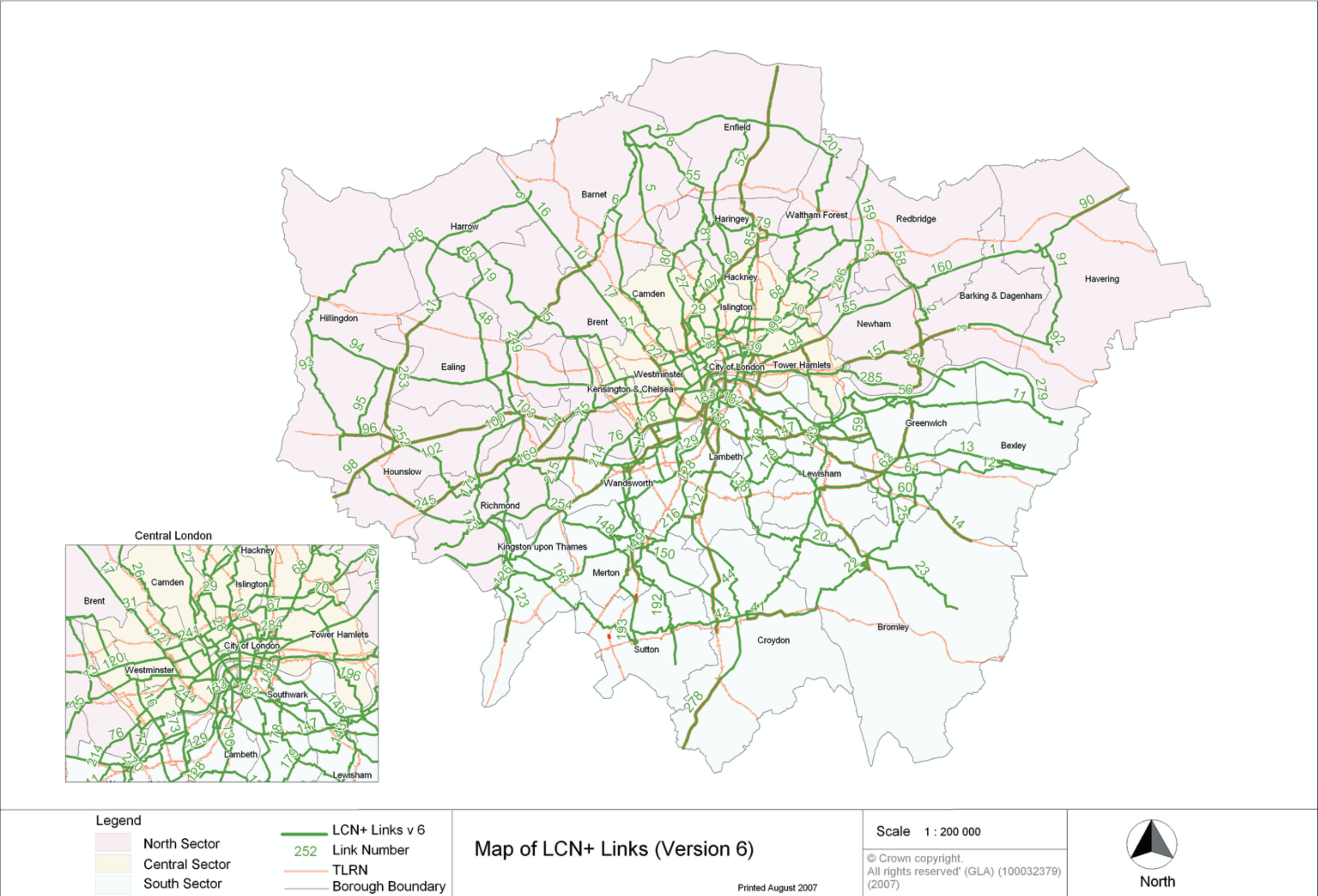
Approximately 275 Links are required to be studied through the CRISP process to evaluate the entire network. As the remaining CRISP Final reports are mapped and completed schemes are accepted as meeting the CRISP datasheet recommendations, the NCS will be able to provide a clearer and more accurate picture on overall network completion.

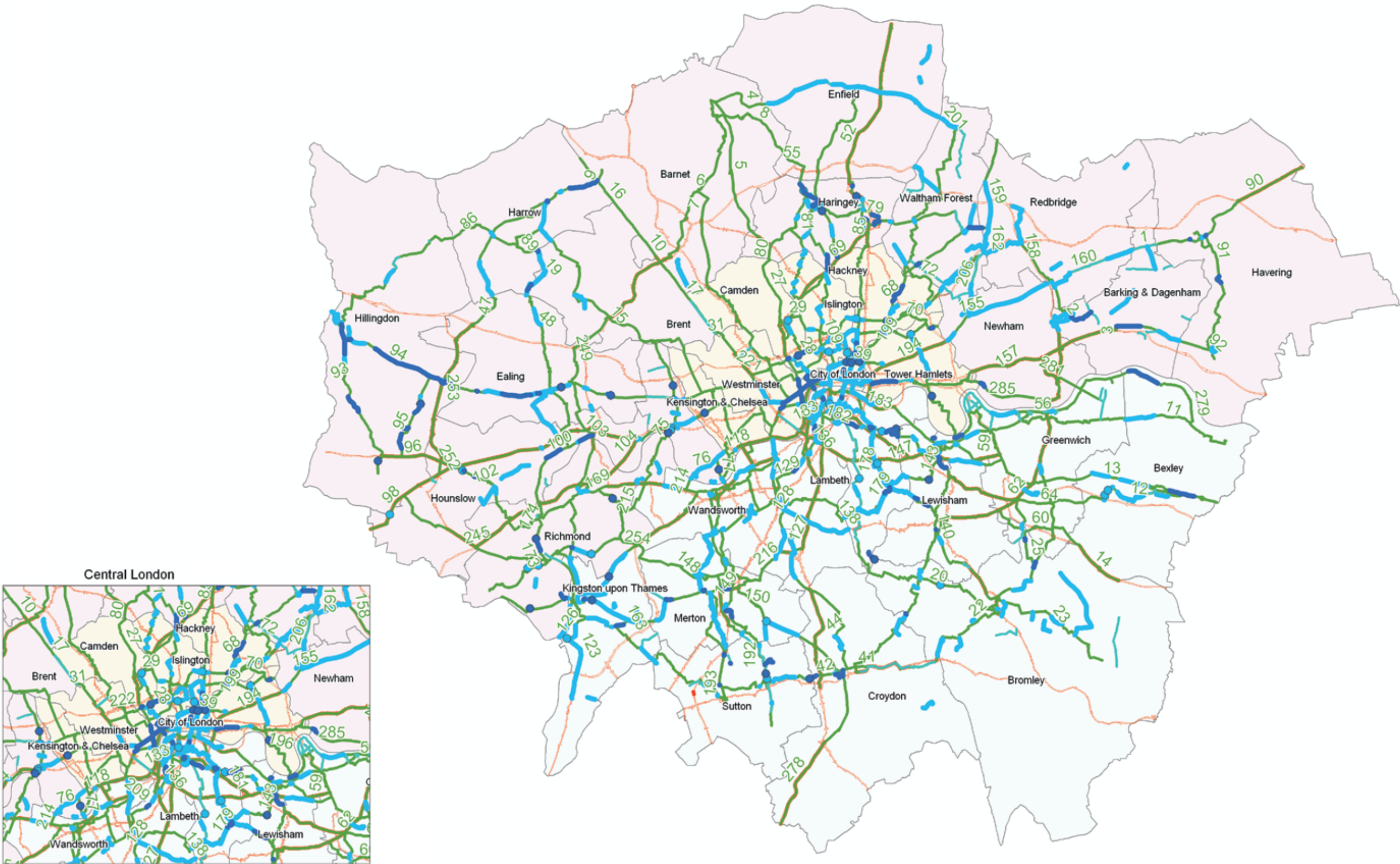
## **1.2 Map of the LCN+**

See map opposite

## **1.3 Map of contributions to the network 2001/02 to 2006/07**

See map overleaf





**Legend**

- North Sector
- Central Sector
- South Sector
- 2006/07 Schemes
- 2001/02-2005/06 Schemes
- TLRN
- Borough Boundary
- LCN+ Links v 6
- 252 Link Number

**Map of Schemes Contributing to the Network  
2001/02-2005/06 and 2006/07**

Printed August 2007

Scale 1 : 200 000

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## 2.0 Asset Contribution

### 2.1 Asset Contribution by Asset Type in 2006/07

The completion of LCN+ schemes over the course of the 2006/07 financial year, has delivered the following assets:

**Table 2:** Assets delivered through LCN+ schemes in 2006/07

| Linear                                                                              |                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | <p><b>Cycle lanes</b></p> <p>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.</p> <p><b>15.1km</b></p> <p>LCDS Chapter 4</p> |
|  | <p><b>Cycle tracks</b></p> <p>Cycle tracks Cycle tracks are provided off the carriageway, within the public highway.</p> <p><b>6.8km</b></p> <p>LCDS Chapter 4</p>                                                        |
|  | <p><b>Shared paths with pedestrians</b></p> <p>Paths shared by cyclists and pedestrians, usually away from the highway.</p> <p><b>4.7km</b></p> <p>LCDS Chapter 4</p>                                                     |



### **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.

**3km**

LCDS Chapter 3



### **Signage and road markings**

Signs and surface markings communicate advisory, regulatory and route direction information.

**22.5km**(The asset type and layout has not changed so this figure is not counted as contributing to completed route length)

LCDS Chapter 6



### **Surface/condition upgrades**

Rectification of surface defects as identified through the asset management initiative

**257.9km** (The asset type and layout has not changed so this figure is not counted as contributing to completed route length)

LCDS Chapter 7



### **Other**

Other linear treatment that improves cycle conditions and not included in other categories (eg changes to vehicle parking/loading)

**7.8km**

LCDS Chapter 3

## Junctions



### Signal Works (treated & provided)

At signal controlled junctions, vehicle and pedestrian movements are controlled to manage competing demands

**6 no.**

LCDS Chapter 5



### Junction horizontal geometry

Horizontal deviations are used to improve sight lines or reduce motor vehicle speeds

**17 no.**

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

**37 no.**

LCDS Chapter 3

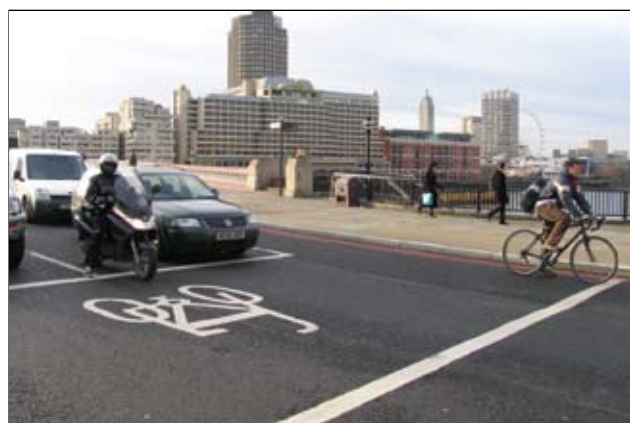


### Roundabouts Treated

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; signalisation or conversion to signal control

**6 no.**

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.

**23 no.**

LCDS Chapter 5

## Crossings



### Signalised (treated & provided)

Toucans are the most common type of combined cycle and pedestrian crossing.

**8 no.**

LCDS Chapter 5



### Non-signalised

Priority is usually indicated by give-way or stop signs and associated markings. Improvements for cyclists can include provision of islands, change of priority and horizontal or vertical alignment changes.

**4 no.**

LCDS Chapter 5

## Access



### Cycle gap

A cycle gap allows cyclists to pass a restriction on motor-vehicles

**10 no.**

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

**2 no.**

LCDS Chapter 3



### Cycle access improvements

May include provision of access for cyclists through pedestrianised areas

**25 no.**

LCDS Chapter 3

## Severance Resolution



### Severance Resolution

May include new or improved subways / bridges under or over waterways, roads or railways, land purchase or securing right of access

**15 no.**

LCDS Chapters 2 and 7

**Note 1:** 1.3km of bus and cycle lanes were implemented as contribution to TfL bus priority schemes. This is included in the overall route length delivered.

**Note 2:** 16 cycle parking spaces were implemented as ancillary elements of three borough LCN+ schemes.

**Note 3:** The design responsibility for schemes illustrated in this document is the responsibility of the relevant highway authority.

## 2.2 Assets delivered by Highway Authority 2006/07

**Table 3:** Asset contribution by Highway Authority

| Highway Authority          | Linear Measures (km) | Junctions | Crossings | Access    | Severance Resolution |
|----------------------------|----------------------|-----------|-----------|-----------|----------------------|
| Barking                    | 0.42                 |           |           |           |                      |
| Barnet                     |                      |           |           |           |                      |
| Bexley                     | 3.99                 | 4         |           | 2         |                      |
| Brent                      |                      |           |           |           |                      |
| Bromley                    | 1.30                 | 6         | 1         | 1         |                      |
| Camden                     | 1.02                 | 8         |           |           |                      |
| City of London Corporation | 0.11                 |           |           | 3         | 1                    |
| Croydon                    | 1.28                 | 1         |           |           | 1                    |
| Ealing                     | 1.31                 | 5         | 1         | 2         |                      |
| Enfield                    |                      |           |           |           |                      |
| Greenwich                  | 0.47                 |           |           | 1         |                      |
| Hackney                    | 0.10                 | 1         |           | 1         |                      |
| Hammersmith & Fullham      | 1.31                 | 2         | 3         | 1         |                      |
| Haringey                   | 3.84                 | 3         | 1         | 5         | 3                    |
| Harrow                     |                      |           | 2         |           |                      |
| Havering                   | 0.55                 | 2         | 1         |           |                      |
| Hillingdon                 | 4.88                 | 19        |           |           |                      |
| Hounslow                   | 1.61                 | 8         |           |           |                      |
| Islington                  | 1.17                 | 1         |           | 3         |                      |
| Kensington & Chelsea       |                      |           |           |           |                      |
| Kingston                   | 0.33                 | 2         |           | 3         | 5                    |
| Lambeth                    | 0.58                 | 1         |           | 2         |                      |
| Lewisham                   | 0.49                 | 1         |           | 7         |                      |
| Merton                     | 0.62                 | 3         |           |           | 1                    |
| Newham                     | 0.34                 | 3         |           |           |                      |
| Redbridge                  |                      |           |           |           |                      |
| Richmond                   | 1.76                 | 4         | 1         |           | 1                    |
| Southwark                  | 2.43                 | 11        | 1         | 5         | 3                    |
| Sutton                     | 0.73                 | 1         | 1         |           |                      |
| Tower Hamlets              | 1.27                 | 2         |           | 1         |                      |
| Waltham Forest             | 0.89                 |           |           |           |                      |
| Wandsworth                 |                      |           |           |           |                      |
| Westminster                | 0.95                 | 1         |           |           |                      |
| TfL                        | 3.74                 | 2         |           |           |                      |
| <b>Totals</b>              | <b>37.49</b>         | <b>91</b> | <b>12</b> | <b>37</b> | <b>15</b>            |

## 3.0 CRISP Studies

### 3.1 CRISP Process

In order to ensure that the LCN+ meets the strategic needs of current and potential cyclists, with a few exceptions, all Links have had, or will have had, a CRISP (Cycle Route Implementation and Stakeholder Plan) undertaken on them. TfL (CCE) issued a Generic Brief for CRISP studies to all boroughs and TfL Area Teams to use when commissioning the CRISP report.

A CRISP study identifies strategic solutions to provide good conditions for cycling along a Link. It allows stakeholders to contribute to scheme development at an early stage. CRISP study recommendations are the basis for the programme to complete the network.

The CRISP process consists of the following stages:

|                |                                                                                                                                                                                                                                                                                                     |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stage 1</b> | <b>Pre CRIM Report</b><br>Assessment of existing information                                                                                                                                                                                                                                        |
| <b>Stage 2</b> | <b>Cycle Route Inspection Meeting (CRIM)</b><br>Site visit, including all key stakeholders, to review existing conditions and assess barriers for cyclists along the Link                                                                                                                           |
| <b>Stage 3</b> | <b>Draft CRISP Report</b><br>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 |
| <b>Stage 4</b> | <b>Final CRISP Report</b><br>Amendment of the Draft CRISP Report taking account of feedback on the report from key stakeholders                                                                                                                                                                     |

A Master Schedule of all LCN+ Links showing the Progress of CRISP studies against milestones is available on the LCN+ website.

### 3.2 CRISP Progress Summary

During 2006/07 of the 64 CRISPs commissioned 43 reached the draft report stage and 32 were finalised. 190 Links out of a total of 275 Links were completed by the end of the financial year.

Some of the studies commissioned in 2006/07 are running into 2007/08 as they were programmed to begin in the last quarter.

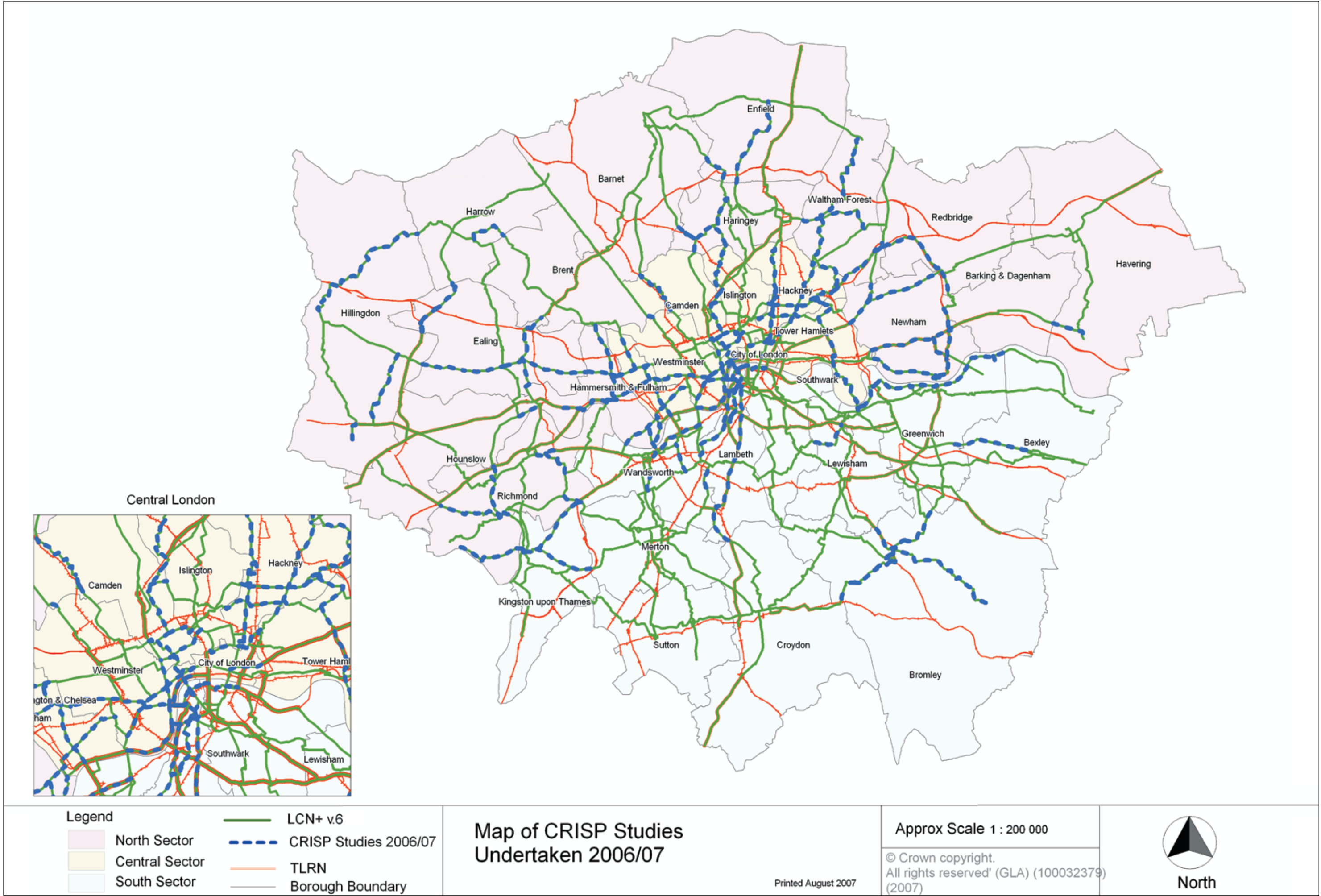
NB: Figures may vary from those reported in the 2005/06 annual report. This is due to changes in the programme and priority of studies.

**Table 4:** CRISP Progress and Programme Summary

| Financial Year |              | Programmed    | Commissioned  | Draft Report  | Final Report  |
|----------------|--------------|---------------|---------------|---------------|---------------|
| 2003/2004      | Links        | 8             | 8             | 8             | 8             |
|                | km           | 28.20         | 28.20         | 28.20         | 28.20         |
| 2004/2005      | Links        | 68            | 68            | 68            | 68            |
|                | km           | 289.73        | 289.73        | 289.73        | 289.73        |
| 2005/2006      | Links        | 94            | 94            | 87            | 84            |
|                | km           | 322.98        | 322.98        | 302.47        | 299.67        |
| 2006/2007      | Links        | 72            | 64            | 43            | 32            |
|                | km           | 242.02        | 217.83        | 148.62        | 80.04         |
| <b>Total</b>   | <b>Links</b> | <b>242</b>    | <b>234</b>    | <b>206</b>    | <b>192</b>    |
|                | <b>km</b>    | <b>958.04</b> | <b>853.12</b> | <b>771.02</b> | <b>757.97</b> |

### 3.3 Map of CRISP studies undertaken 2006/07

See map opposite



## 4.0 Infrastructure Barriers

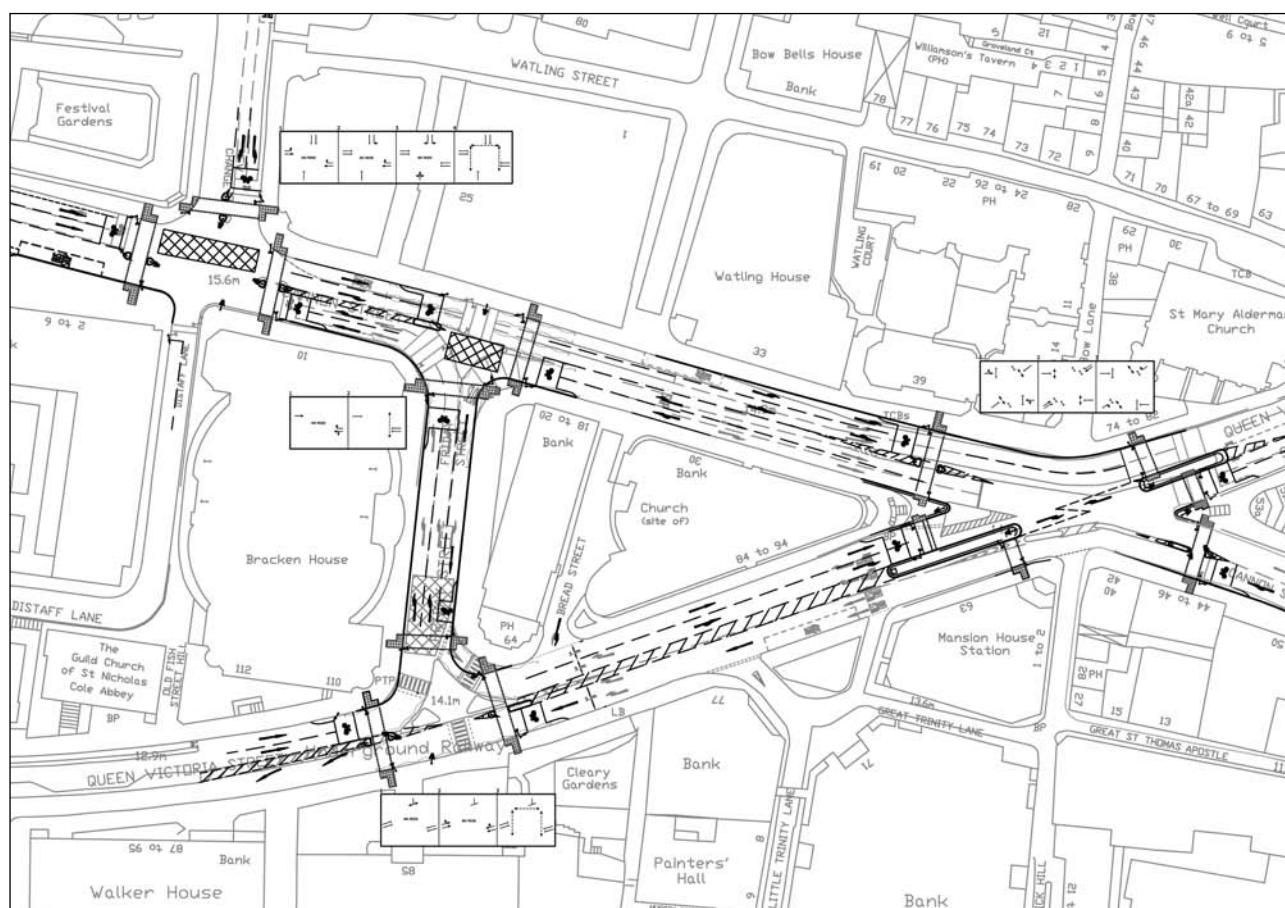
The LCN+ High Risk (Infrastructure) Barrier report was issued in January 2007 to all TfL and Borough engineers involved in scheme development and implementation as well as senior executives of the same organisations. The report highlighted 140 locations ranging from complex and busy junctions and gyratories to narrow road spaces, bridges and one-way streets. The barriers were identified with the purpose of enabling the authorities responsible to allocate sufficient effort to address them by the end of 2010.

The LCN+ PM team will monitor and manage the resolution of the high-risk infrastructure barriers for the borough programme, with TfL addressing those on the TLRN.

By the end of 2006/07 a tracking system was set up and being populated to monitor the progress of the barriers and their resolution. It is planned that the Barrier tracker will be published on the LCN+ website during 2007.

Figure 1 below gives an example of how the boroughs are working to resolve barriers.

**Figure 1:** 2006/07 preliminary design option to resolve the infrastructure barrier at the Mansion House Gyratory by reverting the road to two-way working.



## 5.0 Asset Management Initiative

In 2006/07 Asset Management Initiative (AMI) works were completed across a total of 257.9km of the borough network. See table 5 for a full borough by borough breakdown.

The pilot AMI commenced in 2004/05 providing the boroughs the opportunity to improve the surface quality and address general maintenance issues along the LCN+, which were not being dealt with under normal maintenance programmes and in locations where changes to the highway layout are not required.

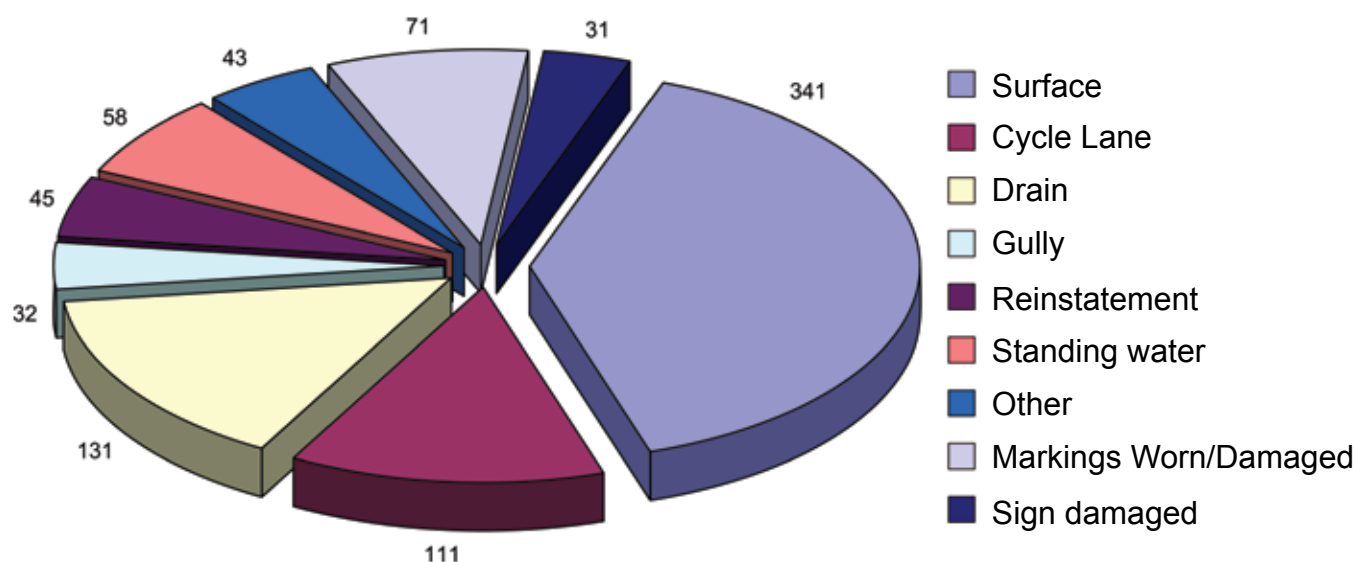
The process involved a survey of the LCN+ Links in each borough, carried out by a single appointed surveyor by agreement with the borough, ensuring a consistent approach across the network. The results were sent to the borough to produce an estimate for the

repair of the identified faults. Funding was made available through the LCN+ variation process and approved by TfL.

Following the pilots, the AMI was rolled out to the remaining boroughs. To the end of 2006/07 over £3.2M has been allocated to 23 boroughs, with the majority of the remaining 10 planning AMI works in 2007/08.

In 2006/07, a second round of surveys commenced to assess the changes in the maintenance needs following the first round of surveys and to pick up additional faults which may have developed since the original surveys were carried out. Analysis of the data from the second round of surveys showed that the number of faults had been reduced significantly since the maintenance work had been completed.

**Figure 2:** Shows the total number of repairs made by five sample boroughs (Camden, Bromley, Hammersmith & Fulham, Bromley and Southwark) and gives an indication of the most common fault types.



**Table 5:** Spending on the Asset Management Initiative to date

| <b>Borough</b>             | <b>2004/05 Start Year</b> |                     | <b>2005/06</b> |                     | <b>2006/07</b> |                     |
|----------------------------|---------------------------|---------------------|----------------|---------------------|----------------|---------------------|
|                            | Outturn (£k)              | Length treated (km) | Outturn (£k)   | Length treated (km) | Outturn (£k)   | Length treated (km) |
| Barking & Dagenham         |                           |                     |                |                     | 5              | 0                   |
| Barnet                     |                           |                     |                |                     |                |                     |
| Bexley                     |                           |                     |                |                     | 145            | 26.9                |
| Brent                      |                           |                     |                |                     | 30             | 16.7                |
| Bromley                    |                           |                     | 3.7            | 0                   | 25             | 15                  |
| Camden                     | 105                       | 0.8                 |                |                     | 203.4          | 2.3                 |
| City of London Corporation |                           |                     |                |                     |                |                     |
| Croydon                    |                           |                     |                |                     | 37.8           | 23.5                |
| Ealing                     |                           |                     |                |                     | 145.6          | 26.1                |
| Enfield                    |                           |                     |                |                     | 5              | 0                   |
| Greenwich                  |                           |                     |                |                     | 5              | 0                   |
| Hackney                    |                           |                     |                |                     | 5              | 0                   |
| Hammersmith & Fulham       |                           |                     | 28             | 8.4                 |                |                     |
| Haringey                   |                           |                     | 212.5          | 26.3                |                |                     |
| Harrow                     |                           |                     |                |                     | 5              | 0                   |
| Havering                   |                           |                     |                |                     | 5              | 0                   |
| Hillingdon                 |                           |                     |                |                     |                |                     |
| Hounslow                   |                           |                     | 135            | 16.6                |                |                     |
| Islington                  |                           |                     | 231            | 19.9                |                |                     |
| Kensington & Chelsea       |                           |                     |                |                     |                |                     |
| Kingston upon Thames       | 3                         |                     | 256.3          | 28.5                |                |                     |
| Lambeth                    |                           |                     |                |                     | 232            | 19.3                |
| Lewisham                   |                           |                     | 20.8           | 1.8                 | 160.6          | 6.3                 |
| Merton                     | 34                        | 1.1                 |                |                     | 77             | 18                  |
| Newham                     |                           |                     | 55             | 7.4                 |                |                     |
| Redbridge                  | 42.6                      | 2.4                 | 182            | 10.4                |                |                     |
| Richmond                   |                           |                     |                |                     | 51             | 45.5                |
| Southwark                  |                           |                     | 283            | 32.5                |                |                     |
| Sutton                     |                           |                     | 73.1           | 11.6                |                |                     |
| Tower Hamlets              |                           |                     |                |                     | 91             | 0.4                 |
| Waltham Forest             |                           |                     |                |                     | 127            | 2.9                 |
| Wandsworth                 |                           |                     |                |                     | 80             | 26.8                |
| Westminster                |                           |                     |                |                     | 150            | 28.2                |
| <b>Total</b>               | <b>184.6</b>              | <b>4.3</b>          | <b>1480.4</b>  | <b>163.4</b>        | <b>1,585.4</b> | <b>257.9</b>        |

**Note:** £5k outturn in 2006/07 refers to fees incurred in the preparation of an estimate to undertake AMI works.

## 6.0 Expenditure 2006/07

The total outturn spend for LCN+ in the 2006/07 financial year was £16.7M (£14.6M borough, £2.1M TLRN). Table 6 shows a comparison of the original allocation with the final outturn spend, including accruals.

**Table 6:** Allocation and outturn spend by Borough & TfL Road Network Development and Road Network Management

| Borough/TfL Area           | Original Allocation (£k) | Final Outturn (£k) |
|----------------------------|--------------------------|--------------------|
| Barking and Dagenham       | 93                       | 118                |
| Barnet                     | 0                        | 0                  |
| Bexley                     | 542                      | 782                |
| Brent                      | 400                      | 376                |
| Bromley                    | 347                      | 468                |
| Camden                     | 394                      | 728                |
| City of London Corporation | 287                      | 458                |
| Croydon                    | 260                      | 557                |
| Ealing                     | 435                      | 582                |
| Enfield                    | 300                      | 58                 |
| Greenwich                  | 327                      | 362                |
| Hackney                    | 527                      | 508                |
| Hammersmith & Fulham       | 312                      | 450                |
| Haringey                   | 282                      | 665                |
| Harrow                     | 389                      | 267                |
| Havering                   | 107                      | 325                |
| Hillingdon                 | 635                      | 797                |
| Hounslow                   | 527                      | 549                |
| Islington                  | 461                      | 505                |
| Kensington & Chelsea       | 5                        | 7                  |
| Kingston                   | 307                      | 261                |
| Lambeth                    | 666                      | 708                |
| Lewisham                   | 218                      | 458                |
| Merton                     | 729                      | 306                |

|                      |            |               |
|----------------------|------------|---------------|
| Newham               | 235        | 223           |
| Redbridge            | 415        | 182           |
| Richmond             | 267        | 413           |
| Southwark            | 596        | 703           |
| Sutton               | 145        | 133           |
| Tower Hamlets        | 276        | 296           |
| Waltham Forest       | 260        | 424           |
| Wandsworth           | 437        | 174           |
| Westminster          | 475        | 908           |
| Project Management   | 850        | 850           |
| Funds not allocated* | 1500       | 0             |
| Sub total            | 14,006     | 14,601        |
| TfL RND              | as outturn | 1,353         |
| TfL RNM              | as outturn | 704           |
| Sub total            | as outturn | 2057          |
| <b>Total</b>         |            | <b>16,658</b> |

**Note 1:** This outturn estimate is based on information available at the time of this reports preparation. Final claims and accruals from boroughs are not due until 31 August 2007 and may continue to be submitted following that date.

**Note 2:** In February 2007 TfL approved a budget increase of £1.5M to allow boroughs to bring forward schemes into the programme in order to accelerate completion of the network.

## 7.0 Highway Authority Overview

### 7.1 Borough Maps and Overview

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### 7.2 TfL Maps and Overview

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## 7.1 Borough Maps and Overview

This section of the report represents the information obtainable from highway authorities at the end of 2006/07. Each borough officer has been asked to provide a written overview of their boroughs progress and this is presented alongside a comprehensive list of their LCN+ schemes in 2006/07.

**Photos:** All photos aim to highlight the implemented asset and also show cyclists using the facility mentioned. This is not always possible. It should also be noted that some photos may show incomplete schemes or schemes undergoing construction. In these cases the photo chosen is the best representation of the scheme at the time the report was being compiled.

**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 from borough boundary to borough boundary. All LCN+ Links have been identified as strategic routes for cycling.

**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 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. Implemented lengths are shown in blue on the maps.

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

**2006/07 Schemes:** A list of all the 2006/07 LCN+ schemes with project phase information (FCDI) can be found on the LCN+ website - [www.londoncyclenetwork.org.uk](http://www.londoncyclenetwork.org.uk)

**Note for Maps:** (c) Crown copyright. All rights reserved (GLA) (100032379) (2007)

# Barking and Dagenham

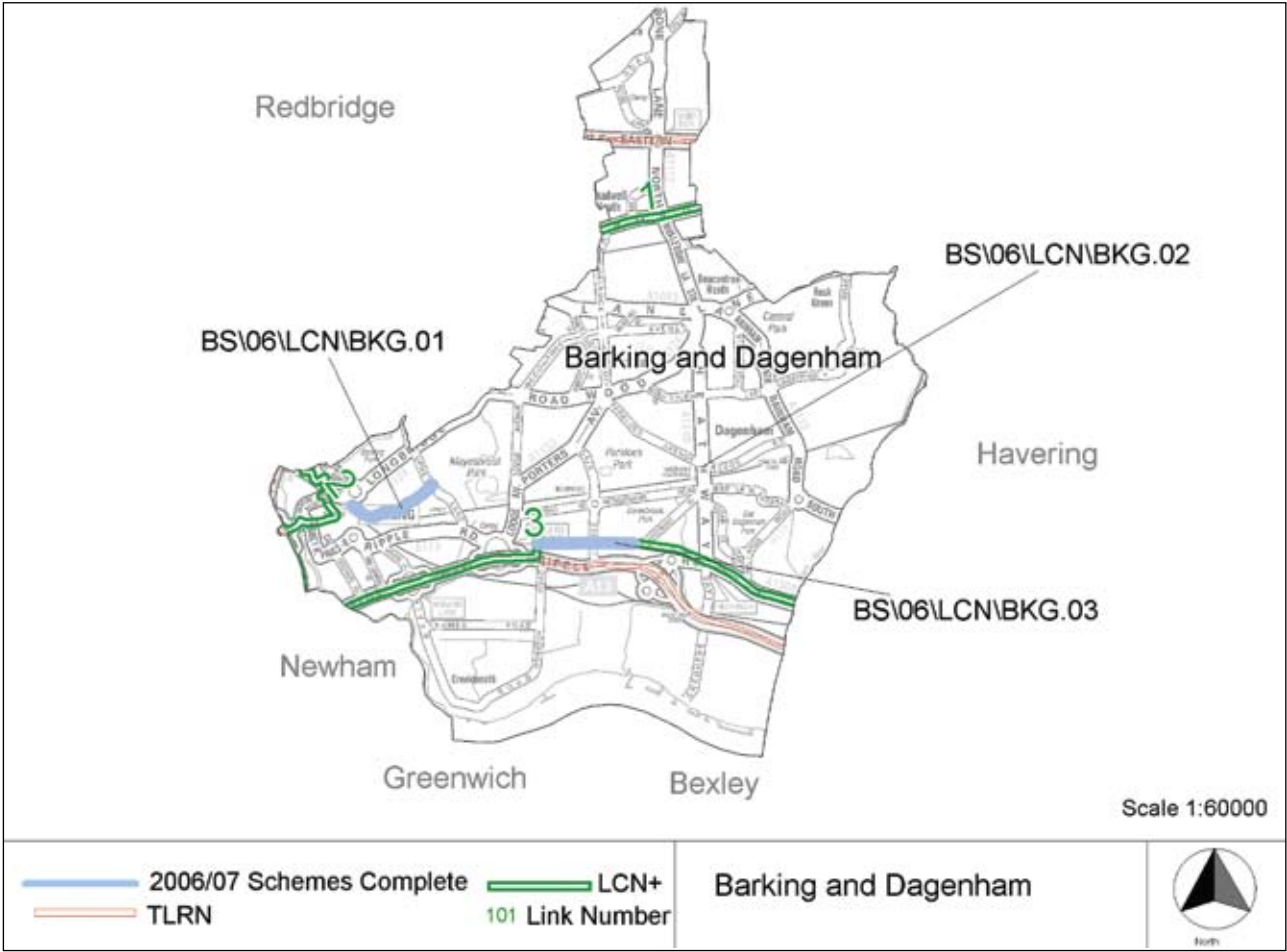


Borough Officers: **Sonny Adegun** and **Nick Davies**



I am the borough's new cycling officer and am situated within the highways department of the LB Barking and Dagenham. I am new to both the authority and the role and am looking forward to the challenges that lay ahead. At present external consultants are used to undertake scheme designs, whilst implementation is through our term contractors. The main challenge delivering last years schemes has been the changing of the cycling officer. As the previous officer left in late 2006 and I did not start until May 2007, designed schemes were looked after by engineers as additional duties.

Goresbrook Road is a busy, straight residential road running parallel to the A13 and forms part of the East/West LCN+ Link through the borough. The provision of a shared pedestrian and cycle track along the southern tree lined verge has provided a much safer and pleasant cycling route for all cyclists to enjoy. This section also provides excellent links to the local school and leisure facilities, promoting cycling as a safe alternative mode of transport. This scheme was completed on time and budget thanks to our contractors and supervising Engineer.



**Scheme Code:** BS\06\LCN\BKG.03

**Scheme Code:** BS\06\LCN\BKG.03  
**Link Number:** 3  
**Location:** Goresbrook Road from Gale Street to Vincent Road  
**Description:** Design and implementation of shared use path along grass verge.  
**Cost:** £70,000 **Length:** 0.42km

**Scheme Code:** BS\06\LCN\BKG.01  
**Link Number:** 2 Spur  
**Location:** Salisbury Avenue to Upney Lane  
**Description:** Works improving permeability of the Network including implementation of signage and markings and feasibility study into upgrade of signalised crossing to toucan.  
**Cost:** £20,000 **Length:** 1.24km\*

**Scheme Code:** BS\06\LCN\BKG.02  
**Link Number:** 3 Spur  
**Location:** Heathway j/w Parsloes Avenue  
**Description:** Design and modelling of junction improvements.  
**Cost:** £25,000 **Length:** 0.20km\*

**Scheme Code:** BS\06\LCN\BKG.04  
**Link Number:** 1, 2, 3  
**Location:** All Links  
**Description:** Fees for preparation of asset management estimate.  
**Cost:** £5,000

# Barnet

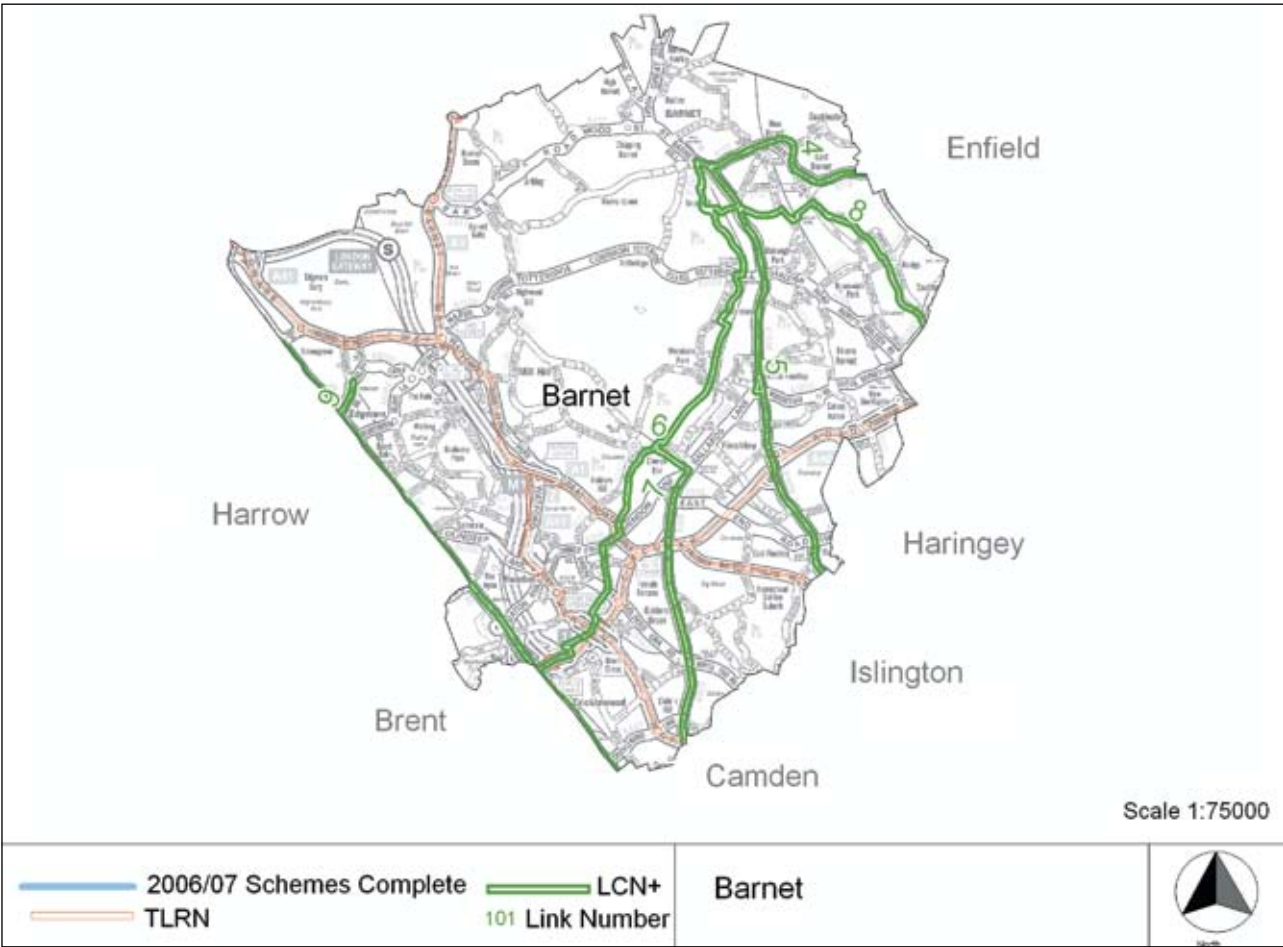


Highway Strategy Manager: **Nick Bell**

Barnet continues to take a multi-modal corridor/movement approach to the LCN+ Links in the borough as it does with all other roads. In 2006/07, Barnet continued liaison with TfL regarding the LIP process and the requirements therein. Barnet's main focus in encouraging safe cycling is to promote cycle training and offers this to every year 6 pupil. 14 courses, each lasting 2 days, are run each year. These consist of playground, classroom and on-road training sessions.

Courses for secondary school pupils aim to train pupils on their specific routes from home to school and how to manage the risks along these routes. Although no funds were spent specifically on the LCN+ programme in 2006/07, the borough does have funding allocated for 2007/08. This will be used to start a rapid assessment of the network, with implementation of schemes taking place in 2008/09 and 2009/10.

**Barnet:** There are no schemes shown on this page as LB Barnet did not participate in the LCN+ project during 2006/07.



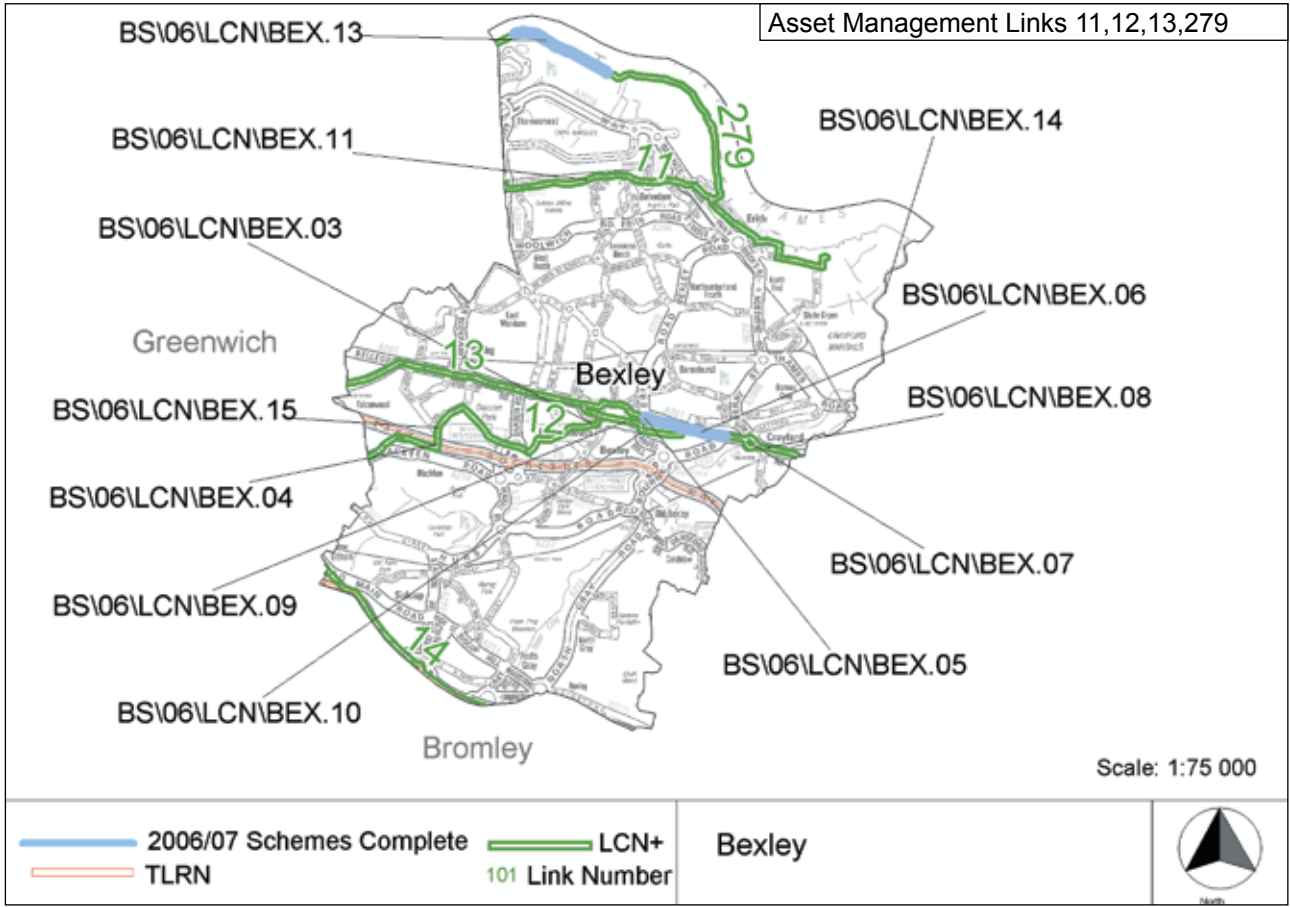
# Bexley

Borough Officer: **Andrew Bashford**



Cycle schemes are developed by the Traffic and Road Safety Group, which forms part of Bexley Council's Strategic Planning and Regeneration Department. Designs are mainly carried out by our term consultants whilst I project manage and approve them. The implementation of approved schemes is passed to our Highways and Amenities Department to supervise our term contractor. The main issues for delivery have been the level of workload on the team for both cycling schemes and general traffic engineering schemes and the general approval of scheme designs by residents, members, and other stakeholders. Dealing with

the workload issue has been a challenge, but we have organised our working methods to make greater use of our term consultants in scheme development, and have fortnightly progress meetings to monitor the programme at individual scheme level. Work has been completed at a number of key junctions along our LCN+ routes, which provide safer facilities for cyclists to negotiate them and continue along these routes. Where possible off-carriageway routes were developed, including a route through a park, to provide safer facilities for the less confident cyclist. Asset management resurfacing and working in conjunction with our highways maintenance resurfacing team has allowed us to provide more comfortable and safe conditions to cycle on. The LCN+ team provide useful information at review meetings and ad hoc feedback on designs.



**Scheme Code:** BS\06\LCN\BEX.11  
**Link Number:** 11  
**Location:** Erith High Street, Battle Road j/w Lower Road, Abbey Wood Road j/w Wilton Road  
**Description:** Multiple sites. Upgrade to existing contra-flow cycle facility as part of Town Centre streetscape renewal. Implementation of junction improvement scheme to reduce speeds and short section of one-way cycle track. Design of junction improvements.  
**Cost:** £297,000 **Length:** 2.05km



**Scheme Code:** BS\06\LCN\BEX.16  
**Link Number:** 11, 12, 13, 279  
**Description:** Asset management works focussed on surface condition improvements.  
**Cost:** £145,000 **Length:** 26.9km



**Scheme Code:** BS\06\LCN\BEX.15

**Scheme Code:** BS\06\LCN\BEX.15  
**Link Number:** 12  
**Location:** Westwood Lane j/w Danson Lane Roundabout, Wendover Way j/w Westwood Lane Roundabout  
**Description:** First scheme to improve roundabout geometry for cyclists rejected at public consultation. Second scheme roundabout resurfaced, advisory cycle lane extended and geometry of roundabout tightened to reduce speeds.  
**Cost:** £80,000 **Length:** 0.38km

**Scheme Code:** BS\06\LCN\BEX.13  
**Link Number:** 279  
**Location:** Various locations along Thames Cycle Route  
**Description:** Implementation of various minor works including path resurfacing and widening, vegetation clearance and signing.  
**Cost:** £50,000 **Length:** 1.72km

**Scheme Code:** BS\06\LCN\BEX.03  
**Link Number:** 12  
**Location:** A207 Albion Road, Royal Oak Road, Freta Road, Robin Hood Lane, Mount Road, Sandhurst Road  
**Description:** Feasibility and detailed design complete, junction improvements and raised tables, kerb build-outs and signing. Street lighting element implemented. Public consultation in 2007/08.  
**Cost:** £65,000 **Length:** 0.14km

**Scheme Code:** BS\06\LCN\BEX.09  
**Link Number:** 12  
**Location:** A207 Albion Road from Broadway to Gravel Hill  
**Description:** Feasibility study prepared into the provision of cycling facilities along this section of the Link. Proposals include recommendations for provision of advisory cycle lanes, ASLs and junction improvement.  
**Cost:** £40,000 **Length:** 0.59km

**Scheme Code:** BS\06\LCN\BEX.04  
**Link Number:** 12  
**Location:** A2 Rochester Way j/w Westwood Lane to Lyndon Avenue  
**Description:** Design complete, scheme improves cycle accessibility to and from existing two-way segregated cycle track on the western side of Westwood Lane. Scheme involves new road markings, cycle logos, directional signing, tactile paving and dropped kerbs.  
**Cost:** £25,000 **Length:** 0.10km

**Scheme Code:** BS\06\LCN\BEX.05  
**Link Number:** 12  
**Location:** A207 Broadway in Bexleyheath to A221 Danson Lane  
**Description:** Feasibility study into cycle facilities along route and recommended provision of cycling facilities.  
**Cost:** £15,000 **Length:** 0.07km

**Scheme Code:** BS\06\LCN\BEX.08  
**Link Number:** 12  
**Location:** A207 Crayford Road from Station Road to borough boundary  
**Description:** Feasibility study looking at cycle facilities along route and recommended provision of cycling facilities.  
**Cost:** £11,000 **Length:** 0.78km

**Scheme Code:** BS\06\LCN\BEX.07  
**Link Number:** 12  
**Location:** Crayford Town Centre  
**Description:** Contribution to area wide town study and minor surface and signing improvements within the town centre area.  
**Cost:** £10,000 **Length:** 0.64km

**Scheme Code:** BS\06\LCN\BEX.06  
**Link Number:** 12  
**Location:** A207 Watling Street from Erith Road to Bourne Road  
**Description:** LCN+ contribution to road resurfacing. Upgrade of defective gullies, waiting restrictions at side junctions to improve visibility.  
**Cost:** £20,000 **Length:** 1.36km

**Scheme Code:** BS\06\LCN\BEX.10  
**Link Number:** 12  
**Location:** A220 Gravel Hill j/w Halcot Avenue  
**Description:** Detailed design complete for conversion of a pelican crossing to a toucan crossing.  
**Cost:** £15,000 **Length:** 0.09km

**Scheme Code:** BS\06\LCN\BEX.14  
**Link Number:** 279  
**Location:** River Darent at confluence with River Thames  
**Description:** Feasibility report prepared for provision of pedestrian and cycle bridge over River Darent.  
**Cost:** £11,000 **Length:** 0.15km

# Brent

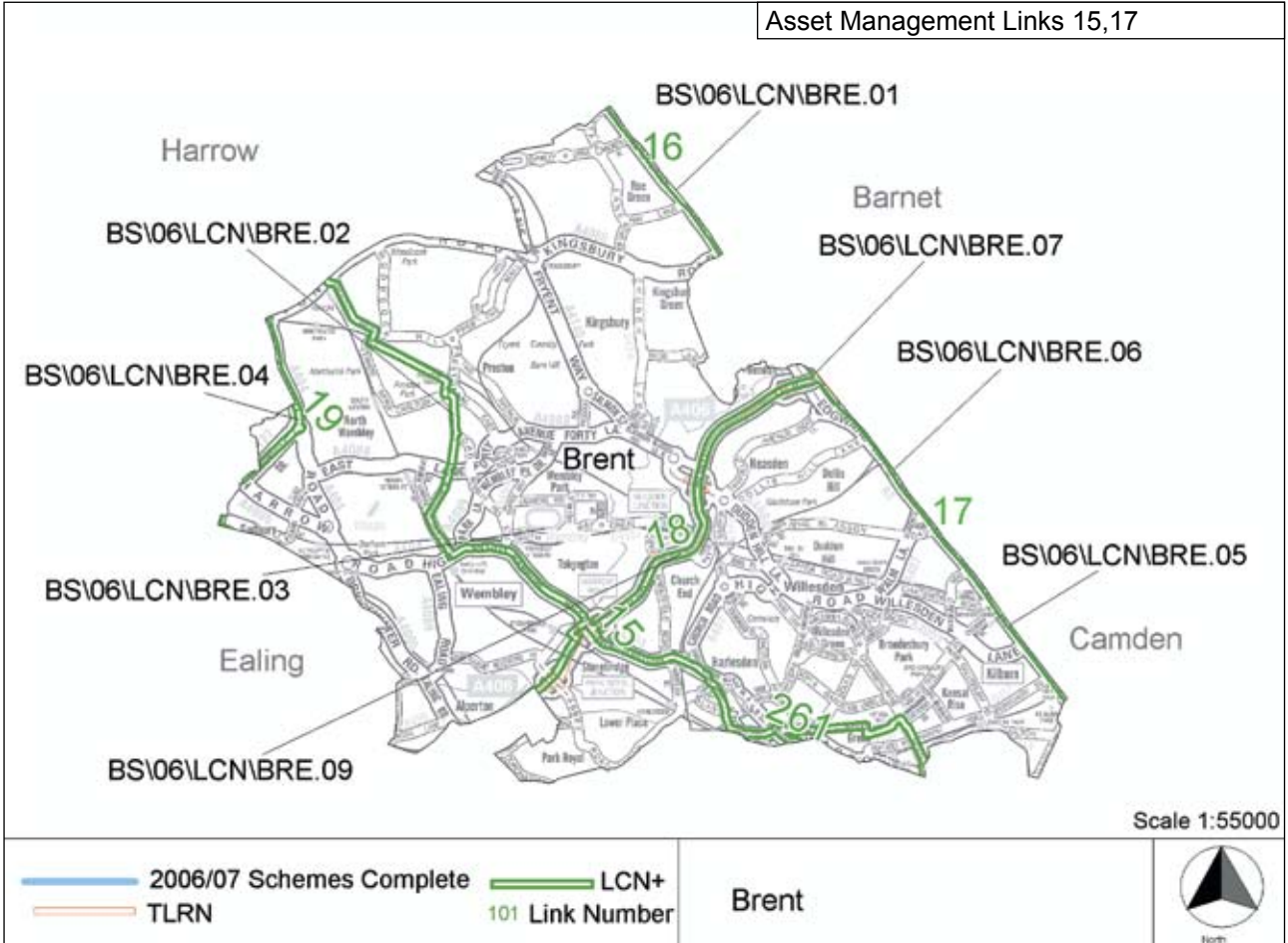
Borough Officer: **Ben Bishop**



As members of the traffic team at London Borough of Brent, Jared Plumridge and I project manage and undertake the design for the majority of LCN+ schemes within the borough.

All the LCN+ Links in Brent have now been subjected to CRISP studies, undertaken by consultants commissioned by us. Once designs are complete and approved they are handed to the LB Brent Highways team for construction. The main challenge for the de-

livery of cycle facilities during 2006/07 has been a relatively small level of available funding. Due to improved forward planning it has been possible to bid for a larger budget in 2007/08 such that more work can be undertaken. Continued improvements to LCN+ Links 15 and 17 within Brent are providing higher quality facilities and increased permeability for cyclists in the borough. Working in partnership with Brent LCC, TfL, LCN+, LB Ealing and consultants has allowed for the completion of a CRISP study on Link 18 which runs along the A406 corridor. This Link was the last to require a CRISP study within the borough.



Scheme Code: BS\06\LCN\BRE.02



Scheme Code: BS\06\LCN\BRE.02



**Scheme Code:** BS\06\LCN\BRE.02  
**Link Number:** 15  
**Location:** Entire length of Link  
**Description:** Entry treatment and replacement of emergency access gate with bollards at Castleton Avenue. New signage and road markings along the entire Link. Cost includes fees for design work to be implemented in 2007/08.  
**Cost:** £100,000 **Length:** 0.35km

**Scheme Code:** BS\06\LCN\BRE.09  
**Link Number:** 18  
**Location:** Entire length of Link  
**Description:** Fees incurred whilst determining best alignment for Link.  
**Cost:** £5,000

**Scheme Code:** BS\06\LCN\BRE.05



**Scheme Code:** BS\06\LCN\BRE.05  
**Link Number:** 17  
**Location:** A5 from Ash Grove to Oxford Road  
**Description:** Design and implementation of four raised entry treatments.  
**Cost:** £128,000 **Length:** 2.55km

**Scheme Code:** BS\06\LCN\BRE.08  
**Link Number:** 15, 17  
**Description:** Asset management works focussed on surface condition improvements.  
**Cost:** £30,000 **Length:** 16.7km

**Scheme Code:** BS\06\LCN\BRE.07  
**Link Number:** 16, 17  
**Location:** Staples Corner  
**Description:** Fees for preliminary design work.  
**Cost:** £5,000 **Length:** 0.54km

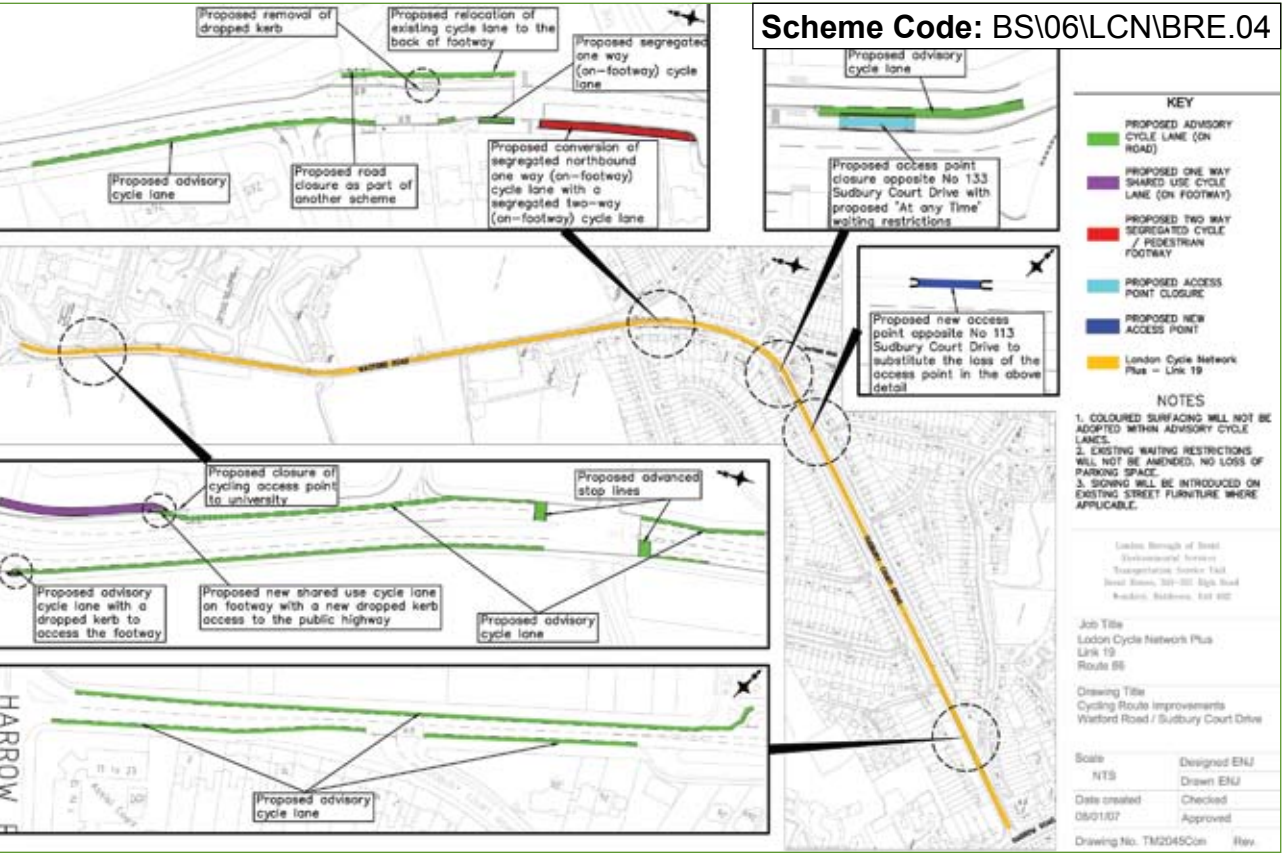
**Scheme Code:** BS\06\LCN\BRE.01  
**Link Number:** 16  
**Location:** A5 from Stonebridge High Street to borough boundary with LB Barnet  
**Description:** Design of a scheme incorporating advisory cycle lanes, entry treatments and signing.  
**Cost:** £15,000 **Length:** 2.16km

**Scheme Code:** BS\06\LCN\BRE.03  
**Link Number:** Off Network  
**Location:** Various routes to Wembley Stadium  
**Description:** Preliminary design of options for cycle routes into Wembley Stadium.  
**Cost:** £20,000

**Scheme Code:** BS\06\LCN\BRE.06



**Scheme Code:** BS\06\LCN\BRE.06  
**Link Number:** 17  
**Location:** A5 from Ash Grove to Humber Road  
**Description:** Implementation of entry treatment at Oxgate Gardens and signing throughout the section.  
**Cost:** £49,000 **Length:** 1.46km



**Scheme Code:** BS\06\LCN\BRE.04  
**Link Number:** 19  
**Location:** Watford Road and Sudbury Court Drive  
**Description:** Design of cycle lanes and shared use facility involving footway widening.  
**Cost:** £25,500 **Length:** 2km

# Bromley

Borough Officer: **Malcolm Harris**

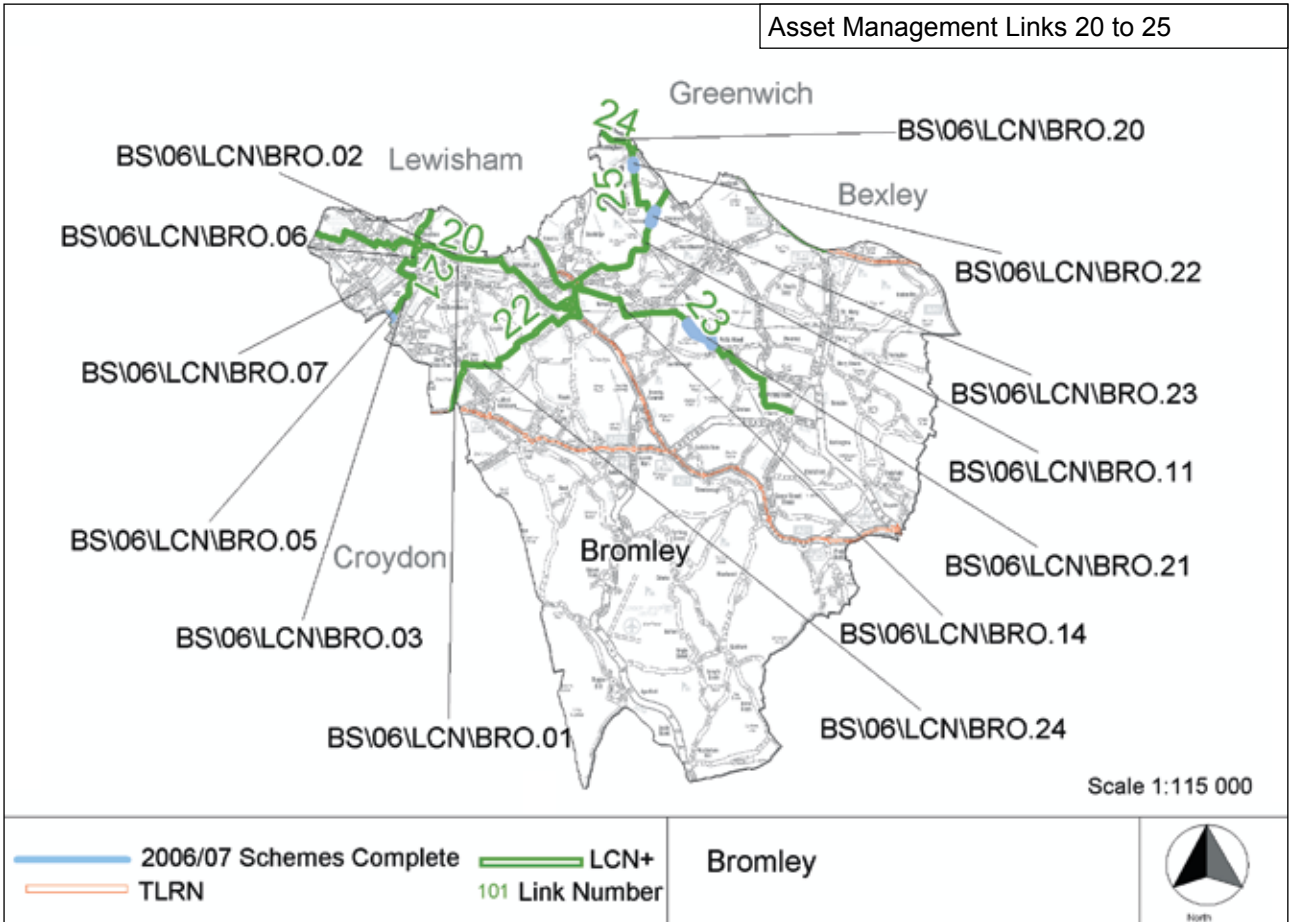


I am situated within the Transport Planning Department of the London Borough of Bromley and employ external term consultants to design schemes, whilst progressing the implementation of schemes with term contractors managed by the Street Services department. Delivery of high quality schemes depends on many factors. Political obstacles have been a challenge. The benefits of a scheme need to be clear to members for their support.

New sinusoidal humps in Mottingham Lane have helped to reduce traffic speeds and are very cycle friendly, providing safer and more comfortable conditions for

cyclists. An improved shared facility through Jubilee Park has greatly enhanced the cycle route between Petts Wood and Bromley and eliminated conflicting traffic movements on the alternate carriageway route. Our asset management resurfacing work in 2006/07 has provided a comfortable and consistent surface for cycling on our LCN+ routes, particularly on Link 23. The second survey will produce more ongoing improvements to the network.

Partnership working is essential to progress schemes. The Bromley Cycle Forum, chaired by the LCC provided the main stakeholders for the CRISP studies, making many recommendations for improvements across LCN+ routes. There are many schemes being progressed from the CRISP reports through to design and current implementation.



**Scheme Code:** BS\06\LCN\BRO.20



**Scheme Code:** BS\06\LCN\BRO.20

**Link Number:** 24, 25

**Location:** Mottingham Lane, Winn Road, Mottingham Gardens and Court Farm Road

**Description:** Junction upgrades, roundabout improvements, replacing old roll top speed humps with sinusoidal humps, parking improvements and new roundabout at Winn Road. Scheme partially implemented, remainder planned for implementation in 2007/08.

**Cost:** £150,000 **Length:** 0.78km

**Scheme Code:** BS\06\LCN\BRO.05



**Scheme Code:** BS\06\LCN\BRO.05

**Link Number:** 21

**Location:** Elmers End Road j/w Ancaster Road near Croydon Boundary

**Description:** Implementation of toucan crossing, also cycle improvements on approach to toucan crossing including signage, dropped kerbs, parking restrictions, clearing vegetation, relocating bus stop, provision of bollards, cycle tracks, and tactile paving.

**Cost:** £62,000 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\BRO.23



**Scheme Code:** BS\06\LCN\BRO.23

**Link Number:** 22

**Location:** Elmstead Lane between Walden Road and Beaconsfield Road

**Description:** Upgrade of the existing shared facility and new lighting. Continuation of 2005/06 scheme.

**Cost:** £50,000 **Length:** 0.32km

**Scheme Code:** BS\06\LCN\BRO.21**Scheme Code:** BS\06\LCN\BRO.21**Link Number:** 23**Location:** Jubilee Country Park**Description:** Design and implementation of path upgrades and signage.**Cost:** £45,000 **Length:** 0.94km**Scheme Code:** BS\06\LCN\BRO.06**Scheme Code:** BS\06\LCN\BRO.06**Link Number:** 21**Location:** Sections along entire Link including Marlow Road, Ravenscroft Road, Kings Hall Road and Lennard Road**Description:** Scheme partially implemented. Entry treatments on Ravenscroft Road, Birkbeck Road and Marlow Road. Implementation of Pool River Park/Cator Park crossing Lennard Road, design and consultation of crossing upgrades from Cator Park into Kings Hall Road.**Cost:** £42,000**Scheme Code:** BS\06\LCN\BRO.24**Link Number:** 22**Location:** Hawksbrook Lane**Description:** Upgrade existing facility, with improving lighting and upgrade path surface. Lighting element implemented 2006/07, surface upgrades to implement in 2007/08.**Cost:** £38,000 **Length:** 0.40km**Scheme Code:** BS\06\LCN\BRO.25**Link Number:** 20, 21, 22, 23, 24, 25**Description:** Asset management focussed on surface condition improvements.**Cost:** £25,000 **Length:** 31.7km**Scheme Code:** BS\06\LCN\BRO.19**Description:** Liaison and administration fees associated with the sector leader role for the South East Sector.**Cost:** £15,000**Scheme Code:** BS\06\LCN\BRO.02**Link Number:** 20**Location:** Various Schemes:

Lennard Road to Kent House Road Junction, New Beckenham Underpass

Parish Lane j/w Penge Lane

Parish Lane j/w Hardings Lane

Hardings Lane j/w Lennard Road

Queensmead Road

**Description:** Schemes delivered at various stages, including implementation of improved crossing and lining scheme at Lennard Road, consultation of scheme at New Beckenham underpass and three schemes at detailed design at Parish Lane and at Queensmead Road.**Cost:** £13,000**Scheme Code:** BS\06\LCN\BRO.03**Link Number:** 21**Location:** Maberley Playing Fields, Churchfield Rec to Kendall Road**Description:** Creation of a link between Maberley Playing Field to Churchfields Recreation Ground. Includes compulsory land purchase, cycle track, cycle bridge and lighting. Continuing in 2007/08.**Cost:** £5,000 **Length:** 0.67km**Scheme Code:** BS\06\LCN\BRO.01**Link Number:** 20 Spur**Location:** Southend Road from Foxgrove Road to Beckenham Junction Station**Description:** Feasibility and design of cycle improvements along spur to Beckenham Station.**Cost:** £5,000 **Length:** 0.32km\***Scheme Code:** BS\06\LCN\BRO.11**Link Number:** 22**Location:** Mottingham LaneElmstead Lane j/w William Barefoot Road  
Elmstead Lane approach to Mottingham Road

Station Approach to Elmstead Lane

**Description:** Various schemes: Redesign of junction, cycle improvements to Elmstead Lane, reduction of the mouth of Station Approach with turn pocket and refuge, parking management, and general improvements. Some elements on hold due to local considerations.**Cost:** £13,000 **Length:** 0.17km**CRISP:** BS\06\LCN\BRO.14**Link Number:** 23**CRIM Undertaken:** 20/09/2006**Final CRISP Report:** 29/03/2007**Cost:** £7,000 **Length:** 9.66km**Scheme Code:** BS\06\LCN\BRO.07**Link Number:** 21**Location:** Elmers End near Ravenscroft Road**Description:** Design of a toucan crossing.**Cost:** £2,000 **Length:** 0.03km**Scheme Code:** BS\06\LCN\BRO.22**Link Number:** 25**Location:** Court Farm Road**Description:** Contribution toward a 20mph scheme, horizontal deflection with a bypass for cyclists.**Cost:** £3,000 **Length:** 0.13km

Camden



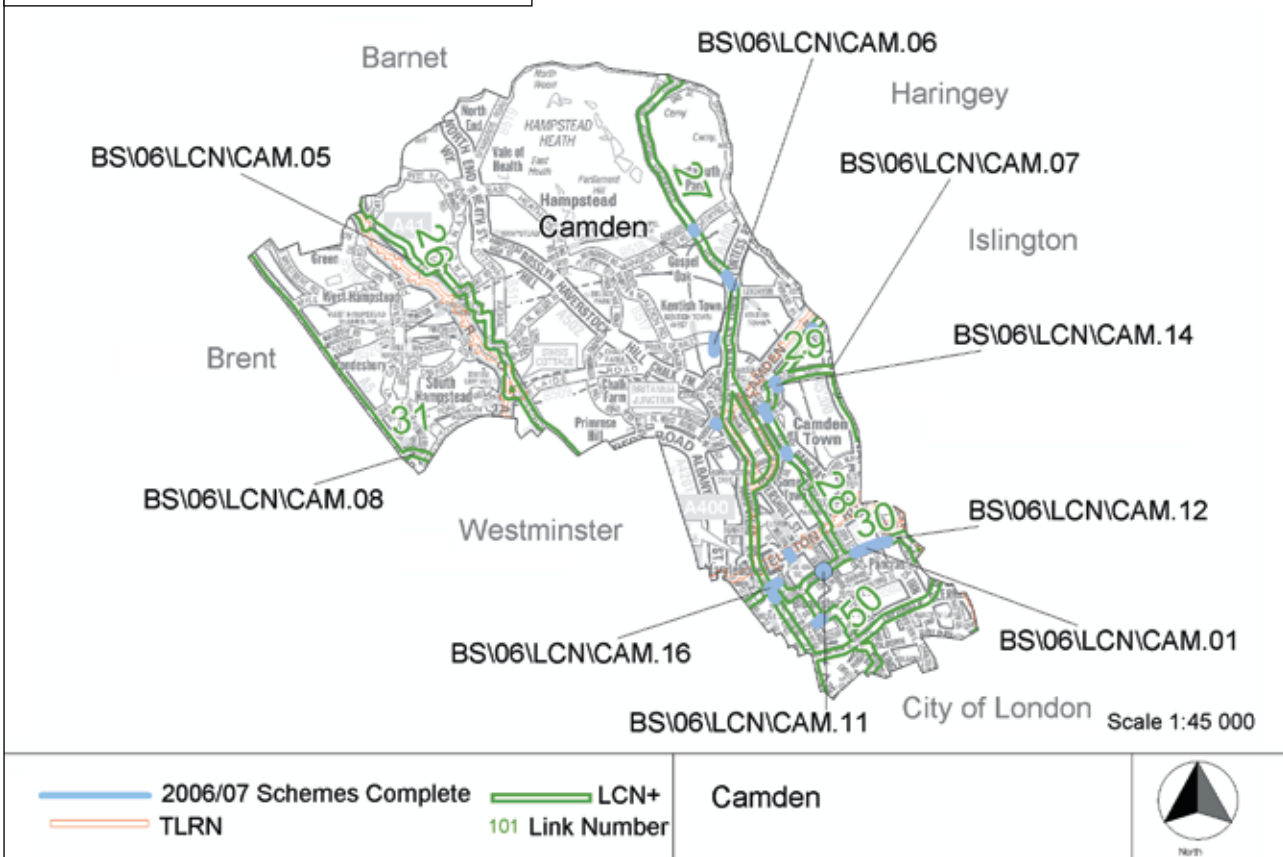
Borough Officer: **Dave Stewart** and **Maria Georgiou**



I am situated within the Traffic Engineering section of LB Camden. We use external consultants to undertake the majority of our CRISP studies and also to carry out feasibility studies for traffic signal schemes. We use our in-house resources to carry out consultations, detail designs and supervise our term contractors to carry out works. The main issue for the delivery of cycling facilities in 2006/07 has been the retention of staff and also getting TfL DTO to install traffic signals to programme. The focus of 2006/07 has been to progress design and implementation of schemes on the two Links that have already had CRISP studies completed. This has in-

cluded providing a cycle contra-flow facility on Montague Place that provides direct access for commuter cyclists heading into Central London during the morning peak period. We are currently implementing a scheme to segregate pedestrians and cyclists on Amp-ton Street. The actual location of the scheme is on housing land however the scheme provides excellent facilities in removing the conflicts and also providing a dedicated cycle track. LCN+ and TfL's Cycling Centre of Excellence have provided input into the Bus Priority design of the Bus Route 38 proposals for Charing Cross Road, Blooms-bury Way, Theobald's Road and Roseberry Avenue. The majority of the feedback has been included within the final design to provide the best possible facilities for both cyclists and buses.

Asset Management Links 26,27



Scheme Code: BS\06\LCN\CAM.01



Scheme Code: BS\06\LCN\CAM.01



**Scheme Code:** BS\06\LCN\CAM.01  
**Link Number:** 30  
**Location:** Tavistock Place between Marchmont Street and Judd Street  
**Description:** Two-way cycle track along Tavistock Place avoids obstruction from on-street parking. Parallel cycle crossing at Marchmont Street signalised junction improves safety by removing conflicts with motor traffic.  
**Cost:** £250,000 **Length:** 0.14km

**Scheme Code:** BS\06\LCN\CAM.10  
**Description:** Liaison, administration and project management fees associated with project management and monitoring role of the LCN+.  
**Cost:** £850,000

**Scheme Code:** BS\06\LCN\CAM.15**Scheme Code:**

BS\06\LCN\CAM.15

**Link Number:** 26, 27**Location:** Avenue Road, Highgate Road and Highgate West Hill**Description:** Asset Management Initiative as financial contribution towards highway resurfacing works on roads forming part of the route for the London stage of the Tour of Britain 2006 cycle race.**Cost:** £203,360 **Length:** 2.3km**Scheme Code:** BS\06\LCN\CAM.15**Scheme Code:** BS\06\LCN\CAM.06**Scheme Code:**

BS\06\LCN\CAM.06

**Link Number:** 27**Location:** Montague Place, Tottenham Court Road j/w Howland Street, Kentish Town Road j/w Fortress Road, Highgate Road j/w Gordon House Road, Kentish Town Road bypass**Description:** Implementation of a contra-flow cycle track and ASL with cycle lane for with-flow cyclists on Montague Place. ASLs along the route to improve cycle priority and road safety at junctions. Signing of a quieter route to bypass Kentish Town Road.**Cost:** £100,000 **Length:** 0.51km**Scheme Code:** BS\06\LCN\CAM.06

**Scheme Code:** BS\06\LCN\CAM.14



**Scheme Code:** BS\06\LCN\CAM.14  
**Link Number:** 28

**Location:** Royal College Street j/w Pratt Street, Royal College Street j/w Georgiana Street, Agar Grove to Camden Park Road, Royal College Street j/w Crowndale Road, Agar Place

**Description:** Upgrades to raised entry treatment across cycle track at Pratt Street. Realignment of cycle track to improve cycle access to Stratford Villas from Agar Grove. Junction upgrades at Camden Park Road including ASLs and “elephants feet” across junction.

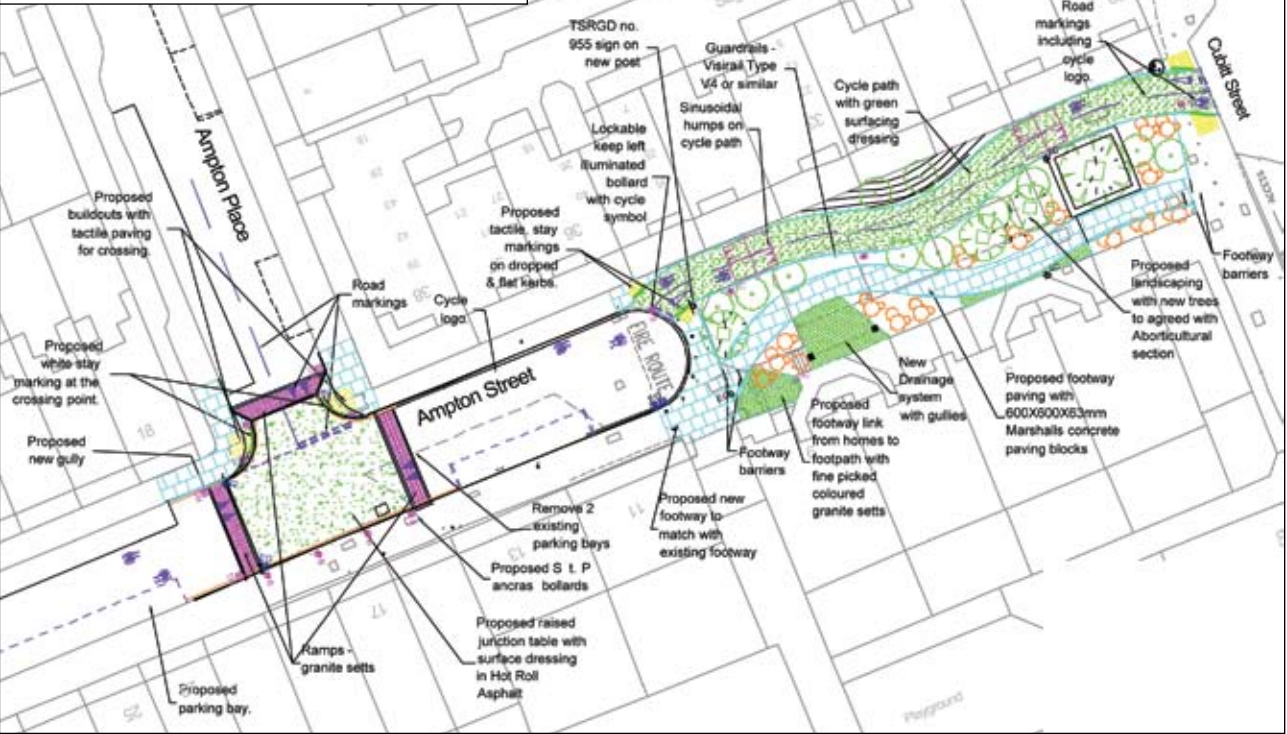
**Cost:** £100,000 **Length:** 0.25km

**Scheme Code:** BS\06\LCN\CAM.14



**Scheme Code:** BS\06\LCN\CAM.09  
**Description:** Liaison and administration fees associated with the sector leader role for the Central Sector.  
**Cost:** £15,000

**Scheme Code:** BS\06\LCN\CAM.12



**Scheme Code:** BS\06\LCN\CAM.12  
**Link Number:** 30

**Location:** Ampton Street

**Description:** Design and consultation for a two-way cycle track through a pedestrian area, also including a raised junction table on the carriageway and streetscape improvements.

**Cost:** £31,000 **Length:** 0.15km

**CRISP:** BS\06\LCN\CAM.07  
**Link Number:** 29  
**CRIM Undertaken:** 14/06/2007  
**Final CRISP Report:** Not Complete  
**Cost:** £7,000 **Length:** 1.19km

**CRISP:** BS\06\LCN\CAM.11  
**Link Number:** 28  
**CRIM Undertaken:** 30/03/2006  
**Final CRISP Report:** 06/11/2006  
**Cost:** £11,000 **Length:** 5.27km

**Scheme Code:** BS\06\LCN\CAM.16  
**Link Number:** 30

**Location:** University Street

**Description:** Payment of invoices relating to work carried out during 2005/06.

**Cost:** £1,200

**CRISP:** BS\06\LCN\CAM.08  
**Link Number:** 31  
**CRIM Undertaken:** 28/03/2007  
**Final CRISP Report:** Not Complete  
**Cost:** £1,000 **Length:** 0.34km

**CRISP:** BS\06\LCN\CAM.05  
**Link Number:** 26  
**CRIM Undertaken:** 28/03/2007  
**Final CRISP Report:** Not Complete  
**Cost:** £7,500 **Length:** 3.10km

# City of London Corporation

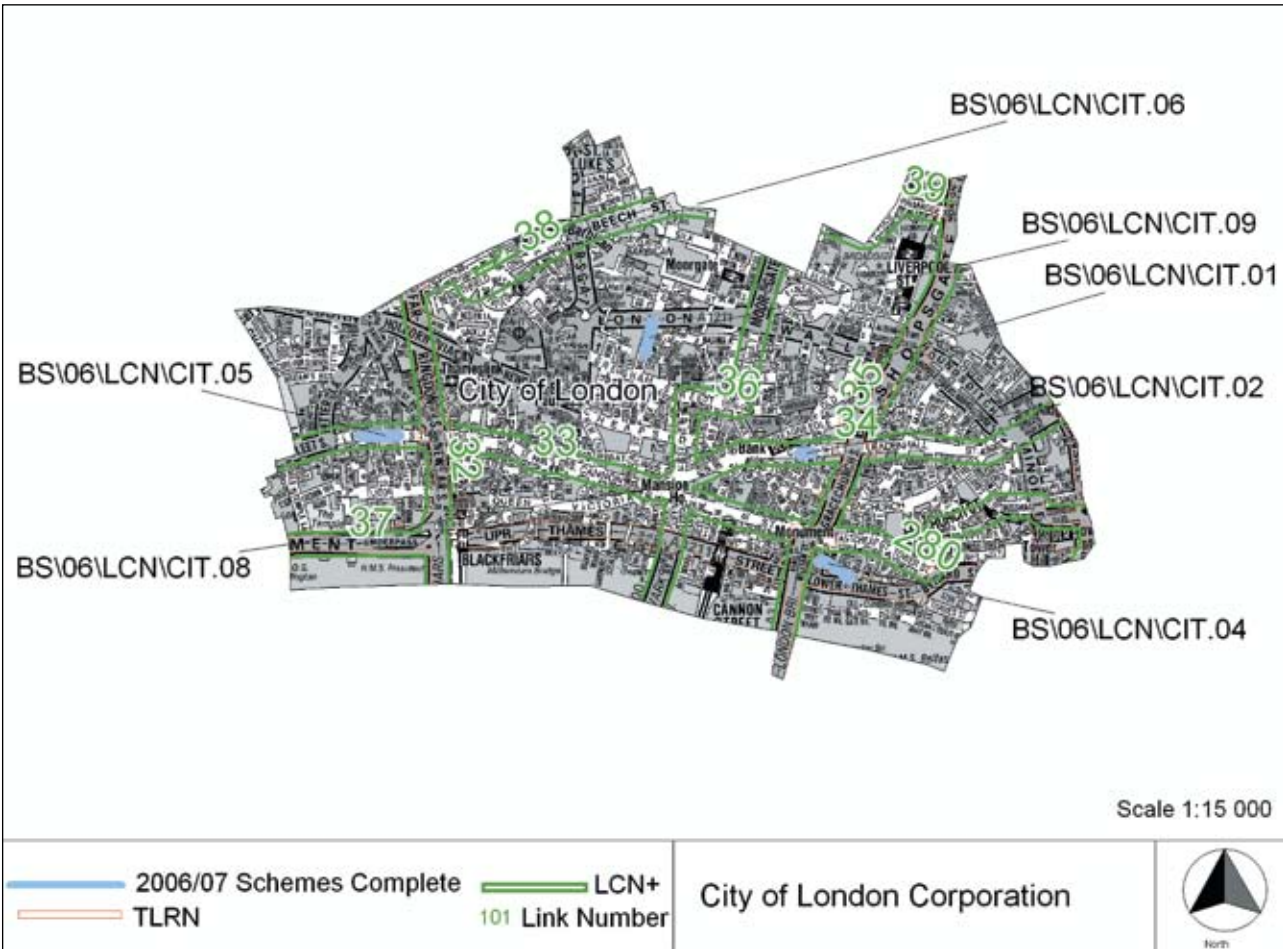


Borough Officer: **Jereme McKaskill**



I am situated within the Highways and Traffic Management department of the City of London Corporation. We employ external consultants to undertake CRISP and feasibility studies. We have a team of three working on the LCN+. We give the LCN+ schemes to the Department of Environmental Services (DES) who complete the detailed design and commission our term contractors to undertake the works. The main issue for delivery of cycling

facilities in 2006/07 has been the lengthy approval process to spend TfL money on the LCN+. We overcame this by employing additional staff mid-year to expedite spending the 2006/07 allocation during the second half of the financial year. All but one of the City's LCN+ Links has a completed CRISP. Follow up feasibility studies were also undertaken on some links. The LCN+ PM team applied for variations to TfL on our behalf to allow funding to be transferred to 'street scene' projects at short notice to improve cycling provisions at Monument and on Wood Street and Cornhill.



**Scheme Code:** BS\06\LCN\CIT.05



**Scheme Code:** BS\06\LCN\CIT.05

**Link Number:** 33

**Location:** Fleet Street between Bouverie Street and Salisbury Court, Ludgate Hill and St Paul's Church Yard

**Description:** Fleet Street raised table and three side road entry treatments to improve road safety for both cyclists and pedestrians. Outline design to provide cycle lanes, bus lanes and ASLs along Fleet Street, Ludgate Hill and St Paul's Church Yard.

**Cost:** £201,700 **Length:** 0.12km

**Scheme Code:** BS\06\LCN\CIT.05



**Scheme Code:** BS\06\LCN\CIT.02**Scheme Code:** BS\06\LCN\CIT.02**Link Number:** 34**Location:** Cornhill near Birchin Lane

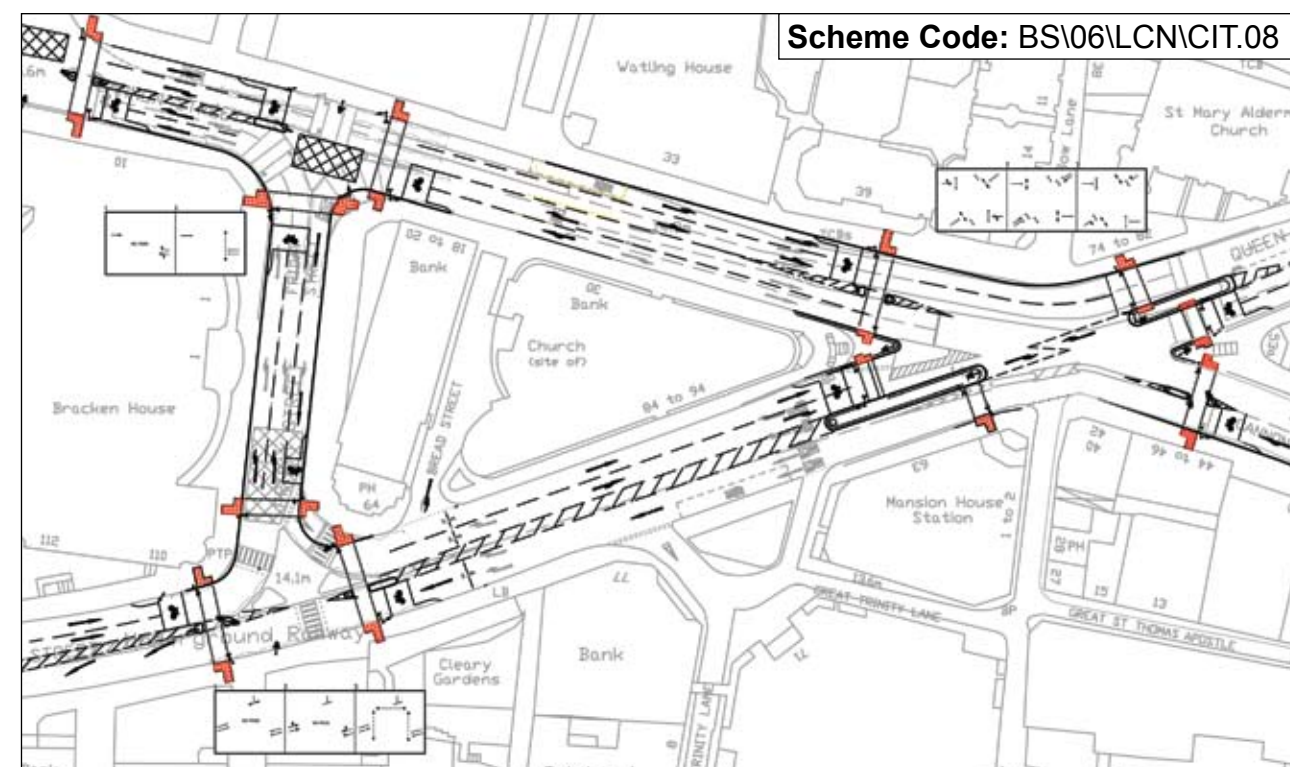
**Description:** Financial contribution towards streetscape enhancement scheme including anti-skid surfacing and raised table at pedestrian crossing to improve conditions for both cyclists and pedestrians while reduced traffic speeds improve road safety and comfort.

**Cost:** £70,600 **Length:** 0.04km**Scheme Code:** BS\06\LCN\CIT.09**Scheme Code:** BS\06\LCN\CIT.09**Link Number:** 36 Spur**Location:** Wood Street between London Wall and Love Lane

**Description:** Financial contribution towards streetscape enhancement scheme including shared use footway and cycle gaps through a point no-entry and new cycle parking stands.

**Cost:** £60,000 **Length:** 0.05km\***Scheme Code:** BS\06\LCN\CIT.04**Scheme Code:** BS\06\LCN\CIT.04**Link Number:** 35, 280 Spur**Location:** Monument Street

**Description:** Financial contribution towards streetscape enhancements scheme including cycle gaps, shared area to improve accessibility for cyclists and also new cycle parking. Also completion of CRISP Study.

**Cost:** £53,900 **Length:** 0.05km\***Scheme Code:** BS\06\LCN\CIT.08**Scheme Code:** BS\06\LCN\CIT.08**Link Number:** 33**Location:** Mansion House Gyratory: Cannon Street, Queen Victoria Street and Friday Street

**Description:** Outline design and traffic modelling for future removal of the gyratory system and provision of two-way conditions for cycling on Cannon Street. Proposals would improve alignment and safety for cyclists and pedestrians.

**Cost:** £31,500 **Length:** 0.04km**CRISP:** BS\06\LCN\CIT.06**Link Number:** 38**CRIM Undertaken:** 11/09/2006**Final CRISP Report:** 04/12/2007**Notes:** Cross boundary CRISP**Cost:** £20,500 **Length:** 3.02km**Scheme Code:** BS\06\LCN\CIT.01**Link Number:** 36**Location:** Entire length of Link

**Description:** Feasibility and outline design, including cycle lanes, ASLs, and removal of pinch points. Outline design options for upgrading existing pedestrian crossing to toucan for safe and direct crossing of London Wall at Basinghall Street.

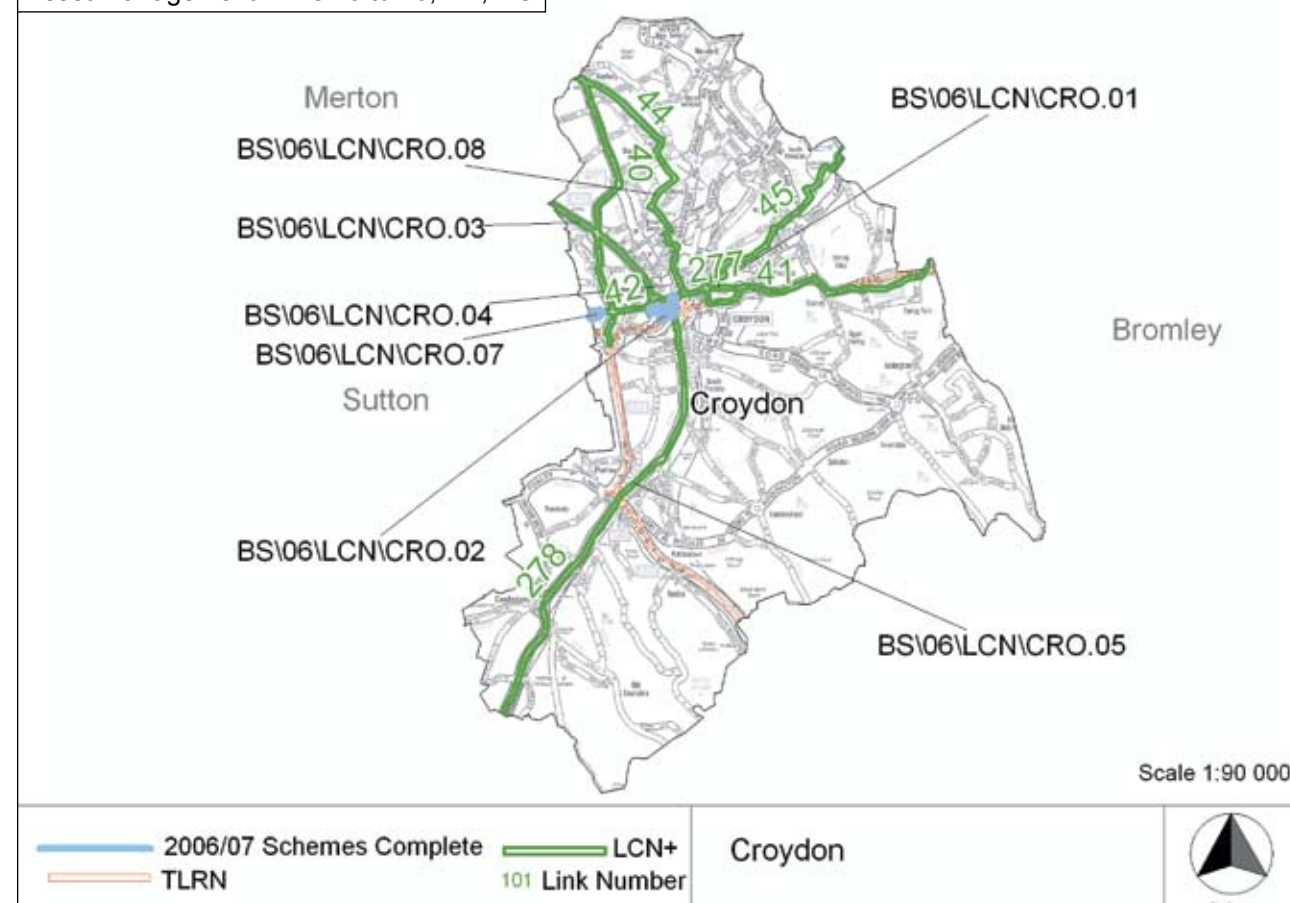
**Cost:** £22,000



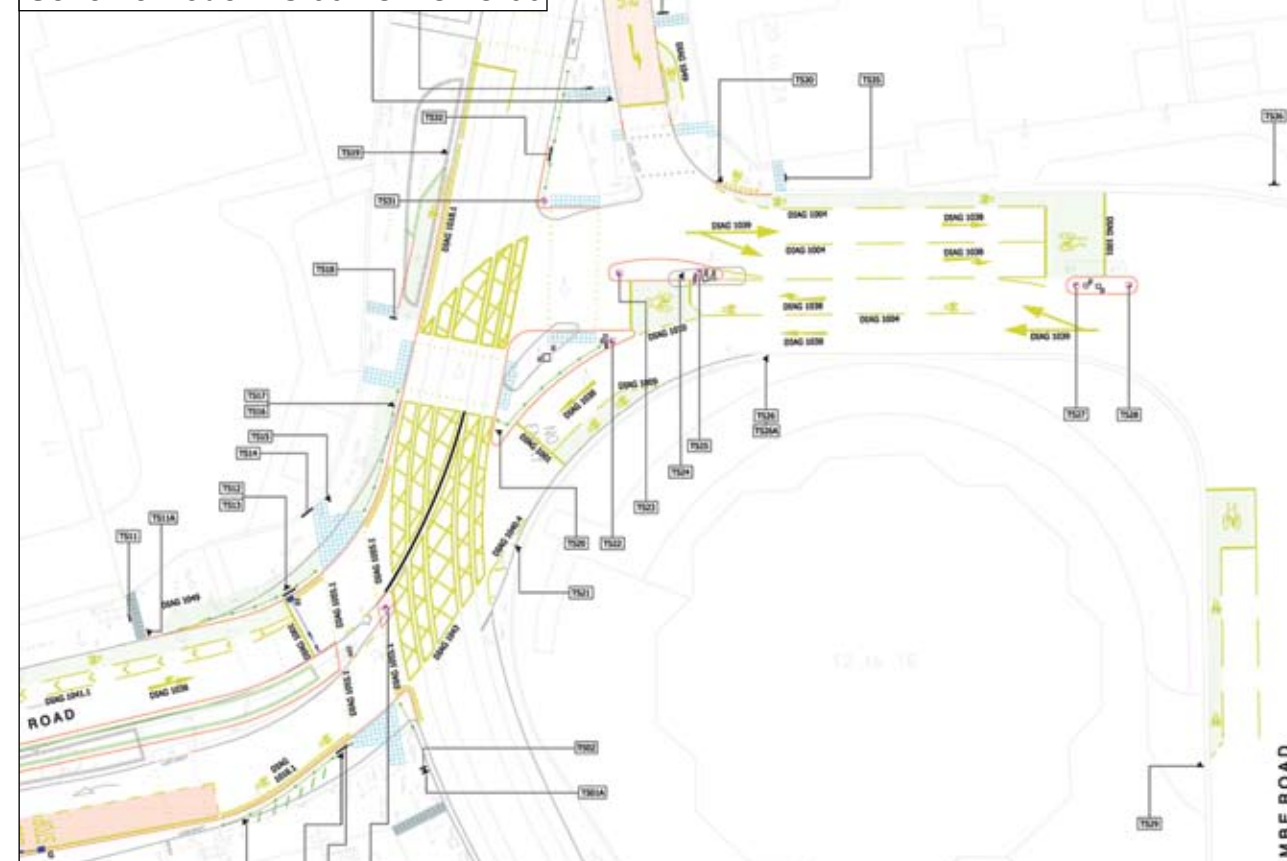
At the LB Croydon, the design and provision of cycling facilities falls under the remit of the Environmental Transport Team, which forms part of the Planning & Transportation Department. The design work is carried out by both permanent staff and consultants depending upon the scale of the schemes and the general requirements. The main issue for the Department is the reluctance of the public to accept a more sustainable form of transport. They are too ready to object to any form of consultation. We continue

to work closely with the Croydon Cycling Campaign who we maintain an open dialogue with during the early planning stages of LCN+ schemes. The new cycling facilities in Mitcham Road have been well received and a 1.5m wide advisory cycle lane has been achieved despite the road width and the high volume of traffic. After consultation with London Buses during the CRISP process, we were able to incorporate bus boarders at several locations. Our asset management resurfacing work has provided improvement of the LCN+ routes throughout the borough. A council led Cycle Forum is held on a regular basis to ensure that the channel of communication with the local cycle groups and stakeholders is maintained from the CRISP stage through to scheme implementation.

Asset Management Links 40 to 46,277,278



**Scheme Code:** BS\06\LCN\CRO.06



**Link Number: 41**

**Location:** Cherry Orchard Road j/w Addiscombe Road

**Description:** Implementation of large junction improvement scheme to deliver cycle facilities. Implementation to be completed in 2007.

**Cost: £230,000 Length: 0.13km**

**Link Number:** 45, 46

**Location:** Long Lane to East Croydon railway station

**Description:** Detailed design complete for two schemes, readjustment of traffic signals layout and junction alterations.

**Cost: £15,000 Length: 2.71km**

**Scheme Code:** BS\06\LCN\CRO.09

**Link Number:** 40, 41, 42, 43, 44, 45, 46, 277, 278

**Description:** Asset management works focussed on surface condition improvements.

**Cost: £37,810 Length: 23.5km**

**Scheme Code:** BS\06\LCN\CRO.03**Scheme Code:** BS\06\LCN\CRO.03**Scheme Code:**

BS\06\LCN\CRO.03

**Link Number:** 43

**Location:** A236 Mitcham Road at Croydon Boundary to Sumner Road

**Description:** Scheme partly implemented, including junction improvements, 1.5m advisory cycle lanes, traffic islands and side road entry treatments. The outstanding cycling measures have been delayed due to extensive Thames Water mains replacement works.

**Cost:** £145,000

**Length:** 1.09km

**Scheme Code:** BS\06\LCN\CRO.07

**Scheme Code:** BS\06\LCN\CRO.07

**Link Number:** 42

**Location:** Bridle Path

**Description:** Widening of footway to facilitate cycling.

**Cost:** £100,000 **Length:** 0.18km

**Scheme Code:** BS\06\LCN\CRO.02

**Link Number:** 42

**Location:** Roman Way to Mill Lane

**Description:** Cycle directional signage scheme.

**Cost:** £10,000 **Length:** 0.93km

**Scheme Code:** BS\06\LCN\CRO.05

**Link Number:** 278

**Location:** Purley Town Centre to Croydon Town Centre

**Description:** Scheme Deferred. Designs to be deferred to 2007/08 due to delays on the CRISP study.

**Cost:** £10,000

**Scheme Code:** BS\06\LCN\CRO.04

**Link Number:** 44

**Location:** North End Rd

**Description:** Ongoing consultation to implement cycling through pedestrianised area.

**Cost:** £10,000 **Length:** 0.46km

**CRISP:** BS\06\LCN\CRO.08

**Link Number:** 44

**Description:** CRISP Study commissioned.

**Cost:** £1,000 **Length:** 8.4km

# Ealing

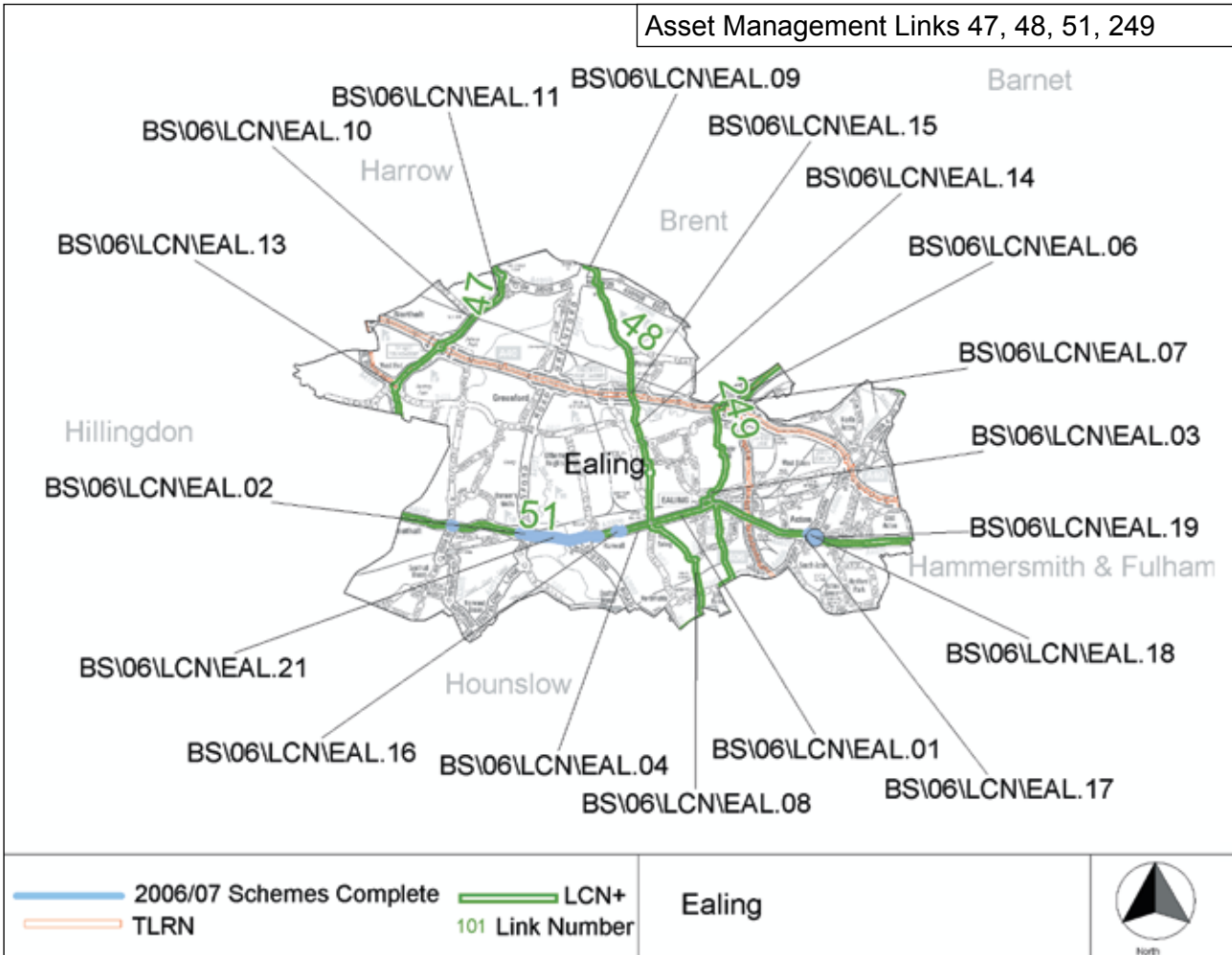
Cycling Officer: **Dr Robert Davis** LCN+ Contact: **Colin Mckenzie**



LCN+ contact Colin McKenzie works with the Cycling Officer in Transport Planning, and co-ordinates with Highway Engineers. They control detailed design and implementation, which are done by term consultants. Design changes are monitored at all stages to en-

sure that standards are not compromised. Our main issue in 2006/07 was Council Area Committees being unwilling to approve necessary on-road changes if they require removal of on-road parking spaces. We are currently working with the LCN+ PM team to resolve this issue.

Feedback from the Ealing Cycling Campaign, which has been involved in the CRISP process, has generally been positive. Cyclists now have the option to avoid an awkward lane change in both directions at Iron Bridge. ECC suggested a change where Link 48 crosses over Uxbridge Road, avoiding a congested junction.



Scheme Code: BS\06\LCN\EAL.02



Scheme Code: BS\06\LCN\EAL.02



**Scheme Code:** BS\06\LCN\EAL.02  
**Link Number:** 51  
**Location:** Iron Bridge Junction  
**Description:** Implementation of scheme to provide controlled toucan crossings for cyclists eastbound and westbound, giving cyclists on-and off-carriageway options.  
**Cost:** £120,000 **Length:** 0.18km

**Scheme Code:** BS\06\LCN\EAL.20  
**Link Number:** 47, 48, 51, 249  
**Description:** Asset management works focussed on surface condition improvements.  
**Cost:** £145,600 **Length:** 26.1km

**Scheme Code:** BS\06\LCN\EAL.21**Scheme Code:**

BS\06\LCN\EAL.21

**Link Number:** 51**Location:** Uxbridge Road between Hanwell Bridge and Iron Bridge Junction**Description:** Implementation of 1.5m advisory cycle lanes and contribution to bus lane widening and improvements.**Cost:** £65,000 **Length:** 0.88km**Scheme Code:**

BS\06\LCN\EAL.19

**Link Number:** 51**Location:** Crown Street j/w Acton High Street**Description:** Contribution scheme, upgrade of existing signal crossing to toucan, and improved access to crossing from segregated cycle path.**Cost:** £50,000**Scheme Code:** BS\06\LCN\EAL.19**Scheme Code:** BS\06\LCN\EAL.16**Scheme Code:** BS\06\LCN\EAL.16**Scheme Code:** BS\06\LCN\EAL.16**Link Number:** 51**Location:** A4020 Uxbridge Road**Description:** Implementation of ASLs on all four arms of junction. Implementation of exemption for cyclists at point no entry at Westminster Road j/w Lower Boston Road for cyclists to access Link 51 Uxbridge Road and avoid steep hill. Cycle access improved.**Cost:** £60,000 **Length:** 0.34km**Scheme Code:** BS\06\LCN\EAL.08**Link Number:** 48**Location:** South Ealing Road**Description:** Feasibility design for the provision of improved conditions for cyclists. Recommended options include regulated on-street parking, horizontal deflection and 20 mph zone.**Cost:** £15,000**CRISP:** BS\06\LCN\EAL.01**Link Number:** 51**CRIM Undertaken:** 01/06/2006**Final CRISP Report:** 23/10/2006**Cost:** £15,000 **Length:** 10.46km



**Scheme Code:** BS\06\LCN\EAL.04

**Scheme Code:** BS\06\LCN\EAL.04  
**Link Number:** 249  
**Location:** Windsor Road 30m south of junction with Uxbridge Road, West Walk  
**Description:** Implementation of cycle facility to bypass fire gate by providing signing and at grade surface level. Design of scheme to provide continuous segregated cycle path between Hillcroft Crescent and West Road. To be implemented July 2007.  
**Cost:** £22,000

**Scheme Code:** BS\06\LCN\EAL.11  
**Link Number:** 47  
**Location:** Petts Hill Link to Mandeville Road  
**Description:** Feasibility study for complex section of Link continuing from 2006/07 into 2007/08.  
**Cost:** £10,000 **Length:** 1.13km

**Scheme Code:** BS\06\LCN\EAL.09  
**Link Number:** 48  
**Location:** Whitton Avenue j/w Ridding Lane and Horsenden Lane  
**Description:** Design of scheme to provide protected turning movements for cyclists with turning pockets, traffic islands, cycle logos and advisory cycle lanes. Improved access through road closure with dropped kerbs and bollards.  
**Cost:** £15,000 **Length:** 0.35km

**Scheme Code:** BS\06\LCN\EAL.14  
**Link Number:** 48  
**Location:** Pitshanger Park  
**Description:** Consultation to provide Link alignment through park.  
**Cost:** £10,000 **Length:** 0.88km

**Scheme Code:** BS\06\LCN\EAL.07  
**Link Number:** 249  
**Location:** Westgate j/w Hanger Lane North  
**Description:** Feasibility design to provide two-way signalised cycle crossing across Hanger Lane north from Westgate to Cleeveley Crescent  
**Cost:** £10,000 **Length:** 0.27km

**Scheme Code:** BS\06\LCN\EAL.17  
**Link Number:** 51  
**Location:** Gunnersbury Lane j/w Uxbridge Road  
**Description:** Feasibility design of scheme to provide ASLs, regulate traffic flow and provide controlled crossings on all three arms of the junction.  
**Cost:** £10,000 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\EAL.18  
**Link Number:** 51  
**Location:** Steyne Road j/w Uxbridge Road  
**Description:** Stage 3 Road Safety Audit following implementation of 2005/06 junction improvement scheme.  
**Cost:** £10,000 **Length:** 0.07km

**Scheme Code:** BS\06\LCN\EAL.15  
**Link Number:** 48  
**Location:** A40 Footbridge  
**Description:** Feasibility and design of scheme to allow cyclists access to A40 bridge crossing.  
**Cost:** £8,000 **Length:** 0.15km

**Scheme Code:** BS\06\LCN\EAL.13  
**Link Number:** 47  
**Location:** Ruislip Road east of White Hart Roundabout  
**Description:** Feasibility design to provide improved route continuity for cyclists in vicinity of roundabout.  
**Cost:** £10,000

**Scheme Code:** BS\06\LCN\EAL.06  
**Link Number:** 249  
**Location:** Westgate, West End  
**Description:** Feasibility design of scheme to provide two-way cycling underneath railway bridge.  
**Cost:** £7,000 **Length:** 0.21km

**Scheme Code:** BS\06\LCN\EAL.10  
**Link Number:** 47  
**Location:** Target Roundabout to Eastcote Lane North  
**Description:** Scheme put on hold in 2006/07 due to local considerations.  
**Cost:** £1,000

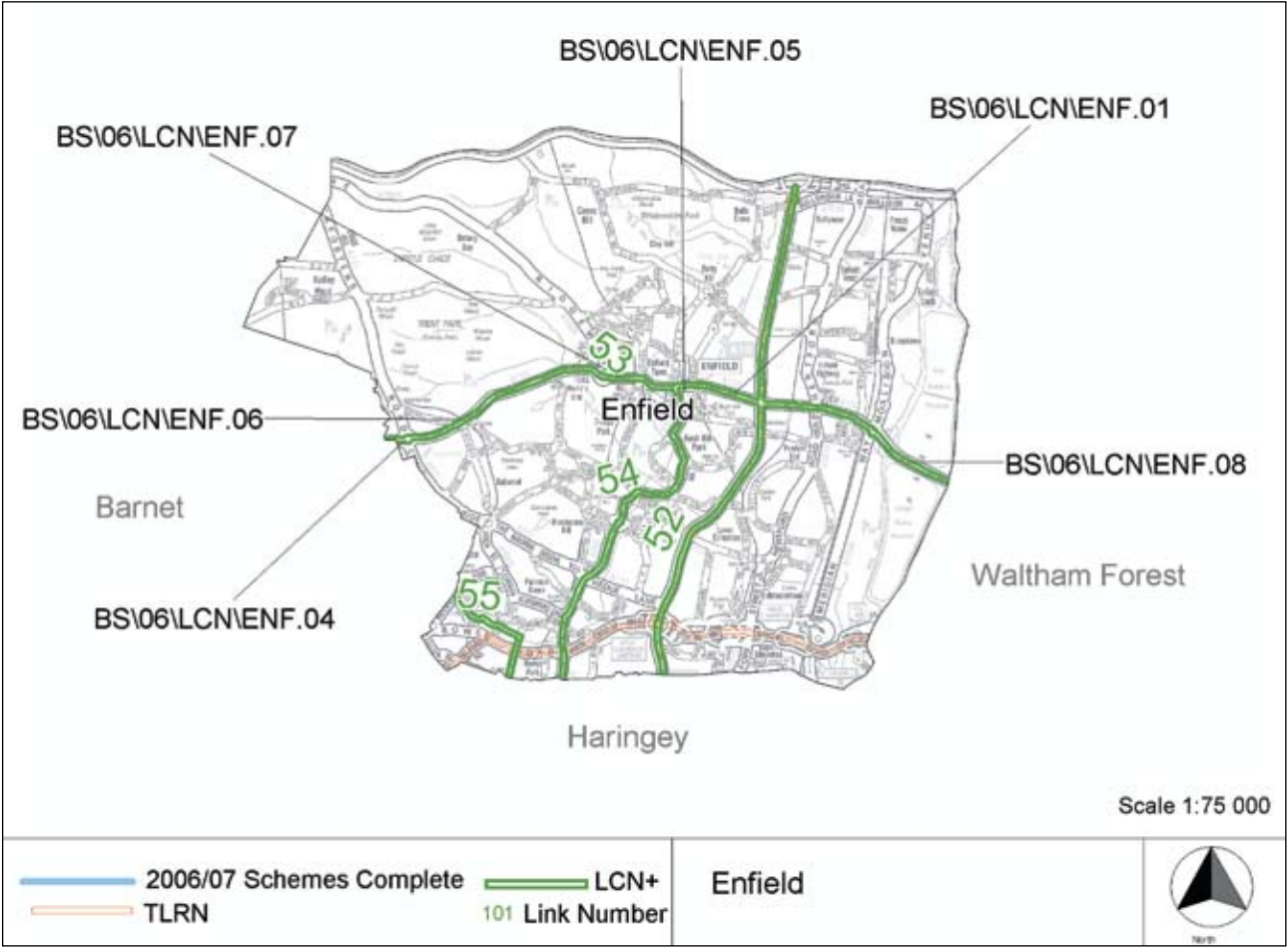
Enfield

Borough Officer: **Liam Mulrooney**



I am situated within the Traffic and Transportation Service of the London Borough of Enfield and employ both internal Engineers and external consultants to design schemes whilst progressing the implementation of schemes with term contractors. The main issue for the delivery of cycling facilities in 2006/07 has been the need to co-ordinate

our works with planned maintenance and other traffic schemes. This has led to the construction of the cycle scheme for Southbury Road being delayed. However the delay will mean that the final scheme will see improvements in safety and environment for pedestrians and motorists as well as cyclists. Design work on other sections of Link 53 was also carried out during 2006/7 and the Council has worked closely with local cyclists and the LCN+ PM team on these schemes.



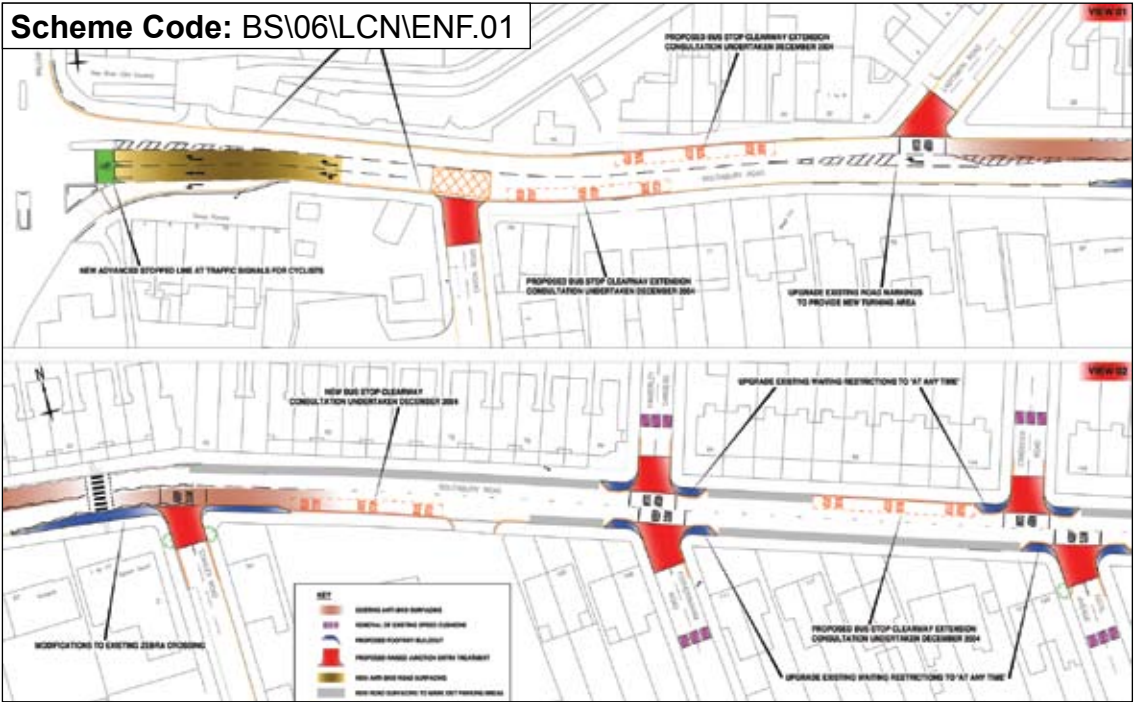
**Scheme Code:** BS\06\LCN\ENF.06  
**Link Number:** 53  
**Location:** Bramley Road between Westpole Avenue and Prince George Avenue  
**Description:** Feasibility study completed and design commenced for scheme including entry treatments, new cycle track, widening to existing cycle track and kerb build-outs.  
**Cost:** £29,700 **Length:** 0.22km

**Scheme Code:** BS\06\LCN\ENF.04  
**Link Number:** 53  
**Location:** Cat Hill roundabout  
**Description:** Re-design of proposals at roundabout to take into account changes requested by TfL/DTO.  
**Cost:** £7,900

**Scheme Code:** BS\06\LCN\ENF.01  
**Link Number:** 53  
**Location:** Southbury Road between Willow Road and the A10  
**Description:** Design of traffic calming scheme to coincide with other works to be implemented in 2008/09.  
**Cost:** £9,100 **Length:** 1.19km

**Scheme Code:** BS\06\LCN\ENF.05  
**Link Number:** 53, 54, 55  
**Location:** All Links  
**Description:** Fees for preparation of asset management estimate.  
**Cost:** £3,000

**Scheme Code:** BS\06\LCN\ENF.07  
**Link Number:** 53  
**Location:** Windmill Hill  
**Description:** Feasibility study.  
**Cost:** £3,600 **Length:** 0.57km



**Scheme Code:** BS\06\LCN\ENF.08 **Link Number:** 53  
**Location:** Lea Valley Road between Wharf Road and boundary with Waltham Forest  
**Description:** Preliminary feasibility of cycle track and new cycle and pedestrian bridge.  
**Cost:** £6,000 **Length:** 1.34km

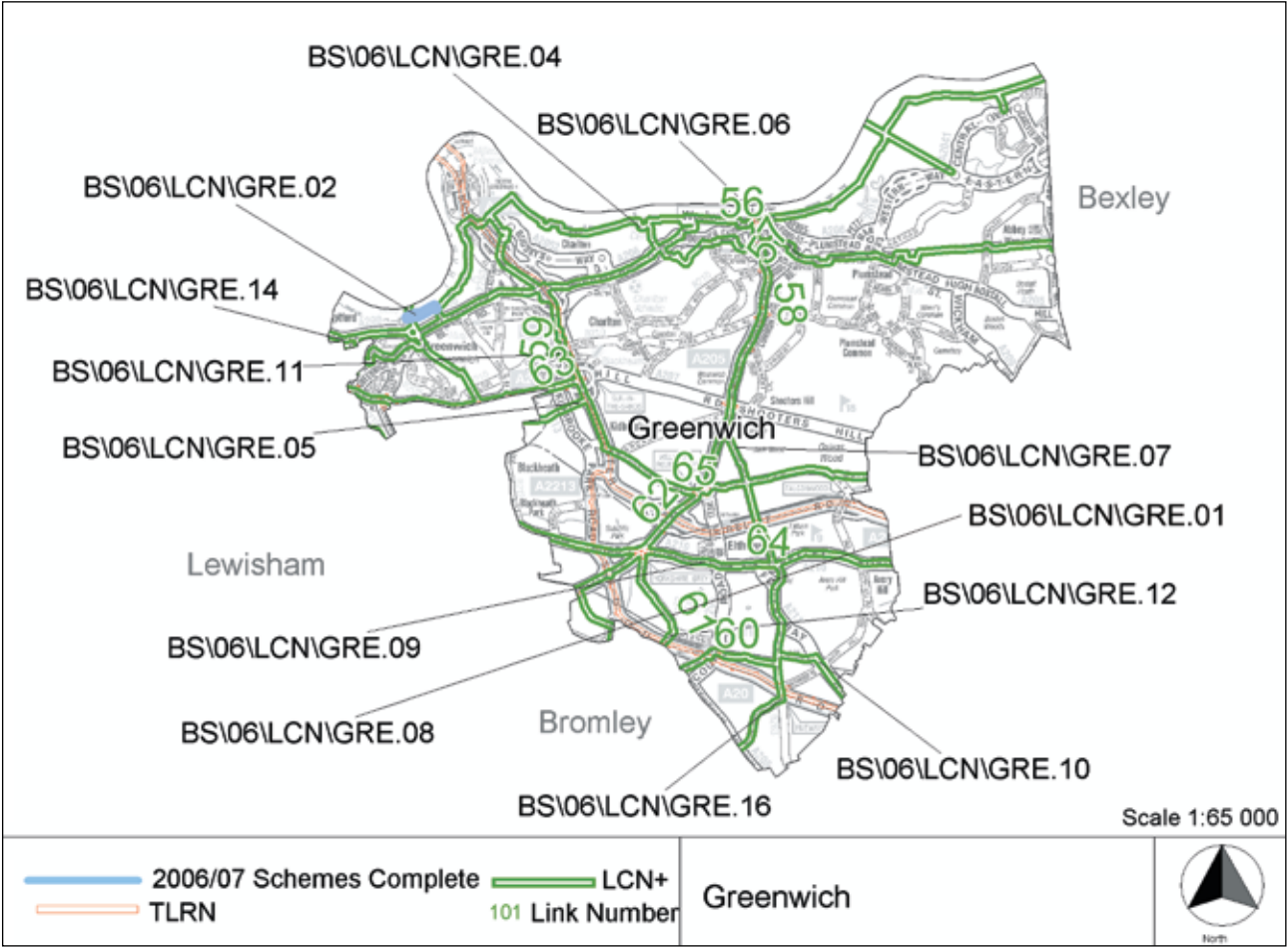
# Greenwich

Borough Officer: **Donald Anyiam**



I am situated within the highways department of the LB of Greenwich. We currently use a combination of in-house staff and external consultants to meet our resource needs for progressing the LCN+ in our borough. In 2006/07 we successfully completed a scheme along the Thames Path, which improved route continuity around the Royal Naval College. LB Greenwich formed a good partnership with Sustrans, the LCN+ PM team and the Royal Naval College to over-

come initial barriers to the scheme. Close liaison between all parties has enabled a workable solution, sensitive to its surroundings while improving access for all users, to be implemented. Staging resources at LB of Greenwich has been a limiting factor on the delivery of projects therefore the focus for 2006/07 has been to utilise consultants for progression of feasibility and design in preparation for scheme delivery in 2007/08. CRISP Studies, the last of which will be completed in 2007/08, have identified where local cycle users want routes developed and also have made best use of area based and regeneration schemes for safety improvements for cyclists.



**Scheme Code:** BS\06\LCN\GRE.02



**Scheme Code:** BS\06\LCN\GRE.02

**Link Number:** 56

**Location:** Royal Naval College

**Description:** Contribution to larger redevelopment scheme within the grounds of the Royal Naval College. Shared path scheme allows cyclists to maintain continuity along route.

**Cost:** £153,500 **Length:** 0.47km

**Scheme Code:** BS\06\LCN\GRE.16

**Link Number:** 58

**Location:** Mottingham Road to Footscray Road

**Description:** Feasibility design for entry treatments of six junctions, junction improvements and general cycle facility upgrades.

**Cost:** £25,000

**Scheme Code:** BS\06\LCN\GRE.07

**Link Number:** 58

**Location:** Westmound Road to Mottingham Road, various locations

**Description:** Feasibility designs completed for schemes including removal of pinch points, raised tables, parking restrictions and dropped kerbs.

**Cost:** £32,100 **Length:** 0.21km

**Scheme Code:** BS\06\LCN\GRE.09  
**Link Number:** 64  
**Location:** Eltham Hill and Eltham High Street  
**Description:** Feasibility and redesign of a major junction, new cycle lanes and further junction improvements.  
**Cost:** £20,000

**Scheme Code:** BS\06\LCN\GRE.14  
**Link Number:** 65  
**Location:** Creek Road j/w Deptford Church Street  
**Description:** Feasibility design complete to provide cycle facilities, such as ASLs and segregated filter lane at busy junction.  
**Cost:** £15,000 **Length:** 0.09km

**Scheme Code:** BS\06\LCN\GRE.15  
**Link Number:** 56, 57, 58, 59, 60, 61, 62, 63, 64, 65  
**Description:** Fees for preparation of asset management estimate.  
**Cost:** £5,000

**Scheme Code:** BS\06\LCN\GRE.05  
**Link Number:** 65  
**Location:** Westbrook Road j/w Kidbrooke Park Road and Westbrook Road j/w Rochester Way  
**Description:** Feasibility design for a raised table at junction, and other minor improvements such as speed reduction measures and works to improve visibility.  
**Cost:** £20,000 **Length:** 0.17km

**Scheme Code:** BS\06\LCN\GRE.08  
**Link Number:** 61  
**Location:** Eltham Palace Road j/w Middle Park Avenue, Middle Park Avenue j/w Court Road  
**Description:** Feasibility design complete for junction improvements such as kerb build-outs or raised roundabout. Feasibility design complete for minor junction improvements and traffic island to protect right turning cyclists.  
**Cost:** £20,000

**Scheme Code:** BS\06\LCN\GRE.13  
**Link Number:** 57, 65  
**Location:** Creek Road j/w Copperas Street  
**Description:** Cycle improvements on approach to TLRN toucan crossing. Scheme dropped by LB Greenwich due to lack of staff resources.  
**Cost:** £3,000 **Length:** 0.02km

**Scheme Code:** BS\06\LCN\GRE.12  
**Link Number:** 61  
**Location:** King John's Walk, behind Joan Crescent  
**Description:** Design to install a channel on staircase for bikes to use footbridge across railway line.  
**Cost:** £2,500 **Length:** 0.12km

**CRISP:** BS\06\LCN\GRE.06  
**Link Number:** 57  
**CRIM Undertaken:** 06/10/2006  
**Final CRISP Report:** 24/05/2007  
**Cost:** £25,000 **Length:** 12.14km

**CRISP:** BS\06\LCN\GRE.10  
**Link Number:** 60  
**CRIM Undertaken:** 11/09/2006  
**Final CRISP Report:** 13/02/2007  
**Cost:** £11,000 **Length:** 2.67km

**Scheme Code:** BS\06\LCN\GRE.01  
**Link Number:** 56  
**Location:** King William Walk  
**Description:** Feasibility to provide contra-flow cycle lanes. Scheme on hold to await results of Greenwich Town Centre modelling.  
**Cost:** £2,000 **Length:** 0.33km

**CRISP:** BS\06\LCN\GRE.04  
**Link Number:** 56  
**CRIM Undertaken:** 09/08/2006  
**Final CRISP Report:** Not Complete  
**Cost:** £19,500 **Length:** 17.61km

**CRISP:** BS\06\LCN\GRE.11  
**Link Number:** 59  
**CRIM Undertaken:** 18/10/2006  
**Final CRISP Report:** 08/08/2007  
**Cost:** £10,000 **Length:** 3.78km

# Hackney

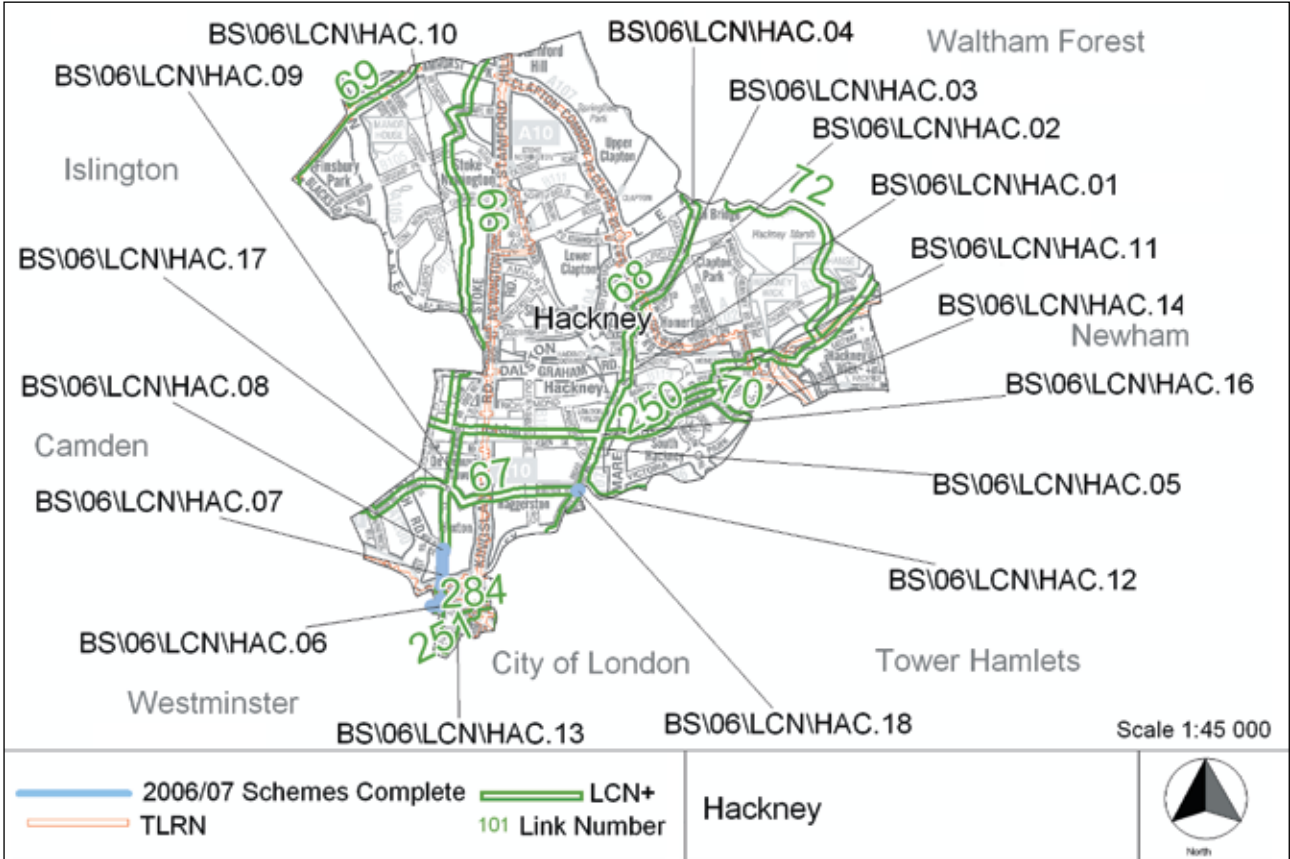


Borough Officer: **Jean Cantrell**



The team developing cycling projects in Hackney operates within Streetscene group which is part of the Neighbourhood and Regeneration Directorate. The overall delivery includes the development of policies and strategies and planning future improvements and the design and implementation of schemes. The Hackney team equates to a minimum of 2.5 officers working on cycling projects full time. Cycling in Hackney has boomed in recent times, currently at least half of all trips undertaken in Hackney are on foot or by bicycle, for example 660 cyclists were recorded in one two hour period on one of the busier routes in Hackney. The key challenge faced in 2006/07 was to ensure the

recruitment and retention of experienced resources to ensure the delivery of an ambitious cycling programme. The increased number of requests for cycle parking in all areas demonstrates the growth of cycling in the borough. The borough seeks to work in partnership with the local cycling group in Hackney (LCCiH) and liaison meetings are held to ensure regular contact is maintained and that all traffic schemes can be discussed at an early stage to ensure designs are fit for purpose. Local councillors and senior officers are all extremely supportive of cycling, many being keen cyclists themselves. The completion of four CRISP studies and the progression of resultant works has helped strengthen our relationship with LCCiH and allowed greater insight into how the process is best managed to ensure that stakeholder views are paramount and that there is effective and clear communication.



**Scheme Code:** BS\06\LCN\HAC.07  
**Link Number:** 66  
**Location:** Pitfield Street between Old Street and New North Road  
**Description:** Surface upgrades and provision of cycle logos across junctions and also upgraded side road entry treatment at Haberdasher Street to improve safety and comfort for with-flow cyclists.  
**Cost:** £40,000 **Length:** 0.29km

**Scheme Code:** BS\06\LCN\HAC.18  
**Link Number:** 67, 68  
**Location:** Whiston Road j/w Pritchard's Road and Goldsmith's Row  
**Description:** Payment of invoices relating to signals work carried out during 2005/06.  
**Cost:** £61,700

**Scheme Code:** BS\06\LCN\HAC.03  
**Link Number:** 68  
**Location:** Chatsworth Road between Powerscroft Road and Mildenhall Road at South Millfields Recreation Ground  
**Description:** Consultation and detailed design to provide a raised junction table incorporating a zebra crossing and traffic islands to improve route directness between Powerscroft Road and South Millfields Recreation Ground.  
**Cost:** £10,000 **Length:** 0.07km

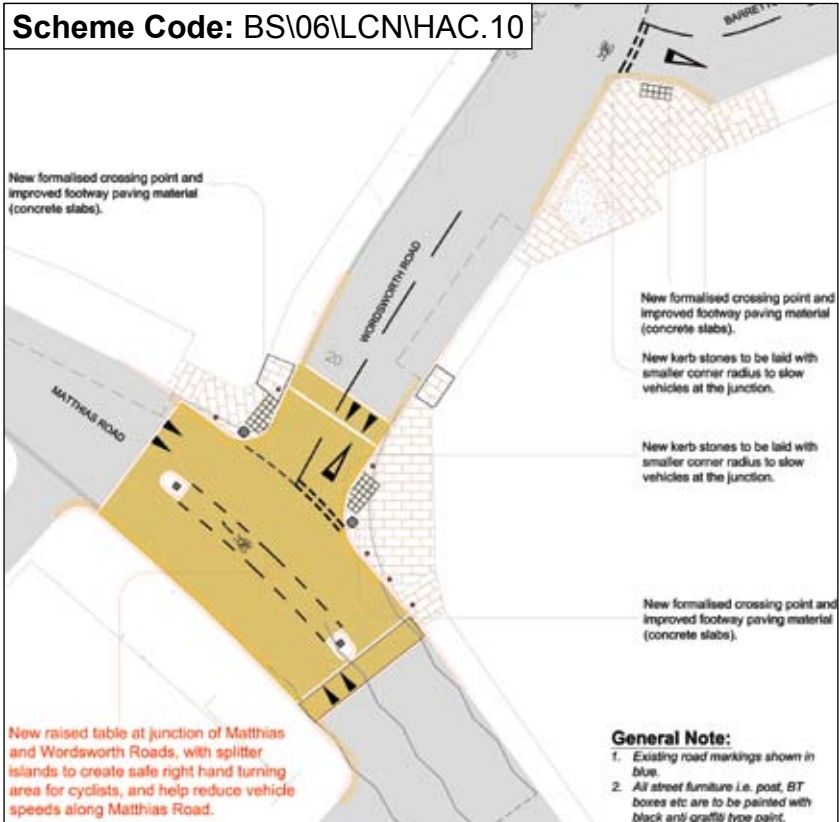


Scheme Code: BS\06\LCN\HAC.06



Scheme Code: BS\06\LCN\HAC.06

**Scheme Code:** BS\06\LCN\HAC.06  
**Link Number:** 66  
**Location:** Paul Street between Leonard Street and Great Eastern Street, Leonard Street j/w Tabernacle Street  
**Description:** Surface upgrades, widening of contra-flow cycle lane and provision of additional cycle logos and signing on Paul Street. Upgrade to cycle bypass at Leonard Street j/w Tabernacle Street.  
**Cost:** £53,200 **Length:** 0.19km



**Scheme Code:** BS\06\LCN\HAC.10  
**Link Number:** 66  
**Location:** Wordsworth Road j/w Matthias Road and Wordsworth Road j/w Barretts Grove  
**Description:** Consultation and design of upgrades to junction including raised junction table, kerb realignments and also central traffic refuge area for cyclists to make a safer turn right.  
**Cost:** £10,000  
**Length:** 0.12km



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

**Scheme Code:** BS\06\LCN\HAC.08  
**Link Number:** 66  
**Location:** Pitfield Street j/w New North Road, Fanshaw Street and Bevenden Street  
**Description:** Removal of guard railing and provision of raised entry treatments on approaches to roundabout to improve road safety for all road users, particularly cyclists and pedestrians. Part of a joint local safety scheme.  
**Cost:** £49,000 **Length:** 0.09km



Scheme Code: BS\06\LCN\HAC.02

**Scheme Code:** BS\06\LCN\HAC.02  
**Link Number:** 68  
**Location:** Clapton Square j/w Lower Clapton Road opposite the north end of Churchwell Path  
**Description:** Implementation of a raised entry treatment and junction tightening to reduce traffic speeds and minor streetscape enhancements, including some cycle parking stands.  
**Cost:** £40,000 **Length:** 0.13km



Scheme Code: BS\06\LCN\HAC.05

**Scheme Code:** BS\06\LCN\HAC.05  
**Link Number:** 68  
**Location:** Broadway Market j/w Lansdowne Drive at south side of London Fields  
**Description:** Provision of a shared use area to reduce conflicts between cyclists and pedestrians, including surface upgrades, removal of clutter and improved access for cyclists at entrance to London Fields.  
**Cost:** £29,500 **Length:** 0.82km



**Scheme Code:** BS\06\LCN\HAC.12

**Scheme Code:** BS\06\LCN\HAC.12  
**Link Number:** 67  
**Location:** Andrews Road between Pritchard's Road and Mare Street  
**Description:** Upgrade of traffic calming including speed cushions and provision of signing and cycle logos to improve road safety and comfort for cyclists.  
**Cost:** £22,000 **Length:** 0.41km

**CRISP:** BS\06\LCN\HAC.16  
**Link Number:** 66, 67, 68, 250  
**CRIM Undertaken:** 08/03/2004  
**Final CRISP Report:** 23/01/2007  
**Cost:** £19,600 **Length:** 18.77km

**Scheme Code:** BS\06\LCN\HAC.09  
**Link Number:** 66  
**Location:** Whitmore Road, De Beauvoir Road, Balls Pond Road, Kingsland Green and Boleyn Road  
**Description:** Signing upgraded on this part of Link 66 between Hoxton and Dalston Kingsland at borough boundary with Islington. This also incorporated signing to and from east-west LCN+ routes.  
**Cost:** £25,000 **Length:** 0.61km

**Scheme Code:** BS\06\LCN\HAC.11  
**Link Number:** 250  
**Location:** Homerton one-way system between Well Street j/w Cassland Road and Wick Road j/w Barnabas Road  
**Description:** Signing improvements to direct cyclists through the one-way system.  
**Cost:** £20,000

**Scheme Code:** BS\06\LCN\HAC.17  
**Link Number:** 66, 67  
**Location:** Pitfield Street j/w Hoxton Street, Hyde Road and Whitmore Road  
**Description:** Feasibility to upgrade roundabout with improvements for the safety of cyclists crossing in both east-west and north-south directions.  
**Cost:** £12,100 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\HAC.04  
**Link Number:** 68  
**Location:** Chatsworth Road to Lea Bridge Road via South Millfields Recreation Ground  
**Description:** Upgrade cycle track through South Millfields Recreation Ground. Provision of signing and cycle logo markings on access roads adjacent to Lea Bridge Road to provide a night time alternative route for cyclists.  
**Cost:** £8,500

**CRISP:** BS\06\LCN\HAC.14  
**Link Number:** 70, 72  
**CRIM Undertaken:** 18/09/2007  
**Final CRISP Report:** Not complete  
**Cost:** £3,000 **Length:** 2.87

**Scheme Code:** BS\06\LCN\HAC.01  
**Link Number:** 68  
**Location:** Mare Street j/w Lower Clapton Road to Martello Street j/w Martello Terrace  
**Description:** Provision of signing and cycle logo markings located centrally on the carriageway to put cyclists in a good road position and also to highlight the presence of cyclists to other road users.  
**Cost:** £12,000 **Length:** 1.29km

**Scheme Code:** BS\06\LCN\HAC.15  
**Link Number:** 66, 67, 68, 69, 70, 71, 72, 250, 251, 284  
**Description:** Fees for preparation of asset management estimate.  
**Cost:** £5,000  
  
**CRISP:** BS\06\LCN\HAC.13  
**Link Number:** 251, 284  
**CRIM Undertaken:** 11/09/2006  
**Final CRISP Report:** 04/12/2007  
**Cost:** £2,500 **Length:** 1.20km

# Hammersmith and Fulham

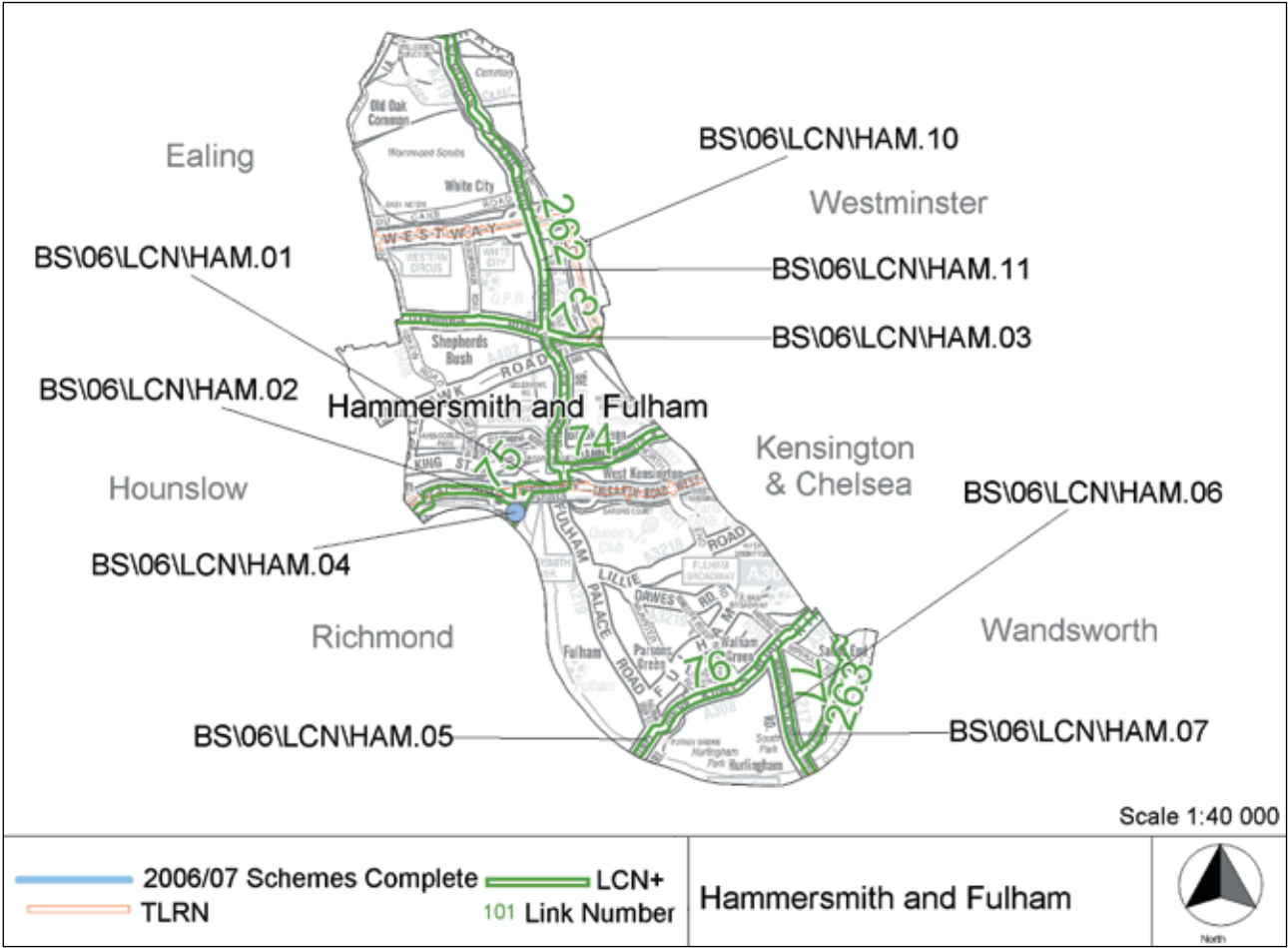


Borough Officer: **Simon Franklin**



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+ in the London Borough of Hammersmith and Fulham (LBHF). My colleague Colin Glen-denning manages the physical implementation of the schemes through the resources of the Development Engineering Team with term contractors and agency staff. One of the key challenges in LBHF is that, whilst there is a well developed local cycle network and high levels of cycling activity, there are still a num-

ber of significant barriers to a fully integrated strategic network because of conflict with heavy traffic in the Town Centres of Ham-mersmith and Shepherd's Bush. In 2006/07, CRISP studies were successfully carried out with the assistance of consultants on LCN+ Links 76, 77, 262 and 263. This has helped to determine a consensus on measures needed to improve conditions for cyclists on these busy roads. The fundamental issue of reallocating scarce road space to cyclists re-mains a tricky network management issue. The CRISP Study process is starting to pro-duce dividends in bringing cycling stakehold-ers together. All parties agreed that the first year had gone well but the real measure of progress will be when the schemes follow through in 2007/08.



**Scheme Code:** BS\06\LCN\HAM.01



**Scheme Code:** BS\06\LCN\HAM.01

**Link Number:** 74

**Location:** Hammersmith Road j/w Butterwick

**Description:** Toucan crossing improves cyclist accessibility to and from the Hammersmith Broadway transport interchange with new bus station and access to underground lines. Also includes new cycle parking outside transport interchange.

**Cost:** £184,000 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\HAM.01





**Scheme Code:** BS\06\LCN\HAM.03

**Scheme Code:** BS\06\LCN\HAM.03  
**Link Number:** 73  
**Location:** Shepherd's Bush Green between Wood Lane and Holland Park Roundabout  
**Description:** Implementation of two-way cycle track on the north side of Shepherd's Bush Common. Outline design to upgrade parallel cycle crossing at Shepherd's Bush Green junction with Rockley Road. Feasibility work associated with new Westfield development.  
**Cost:** £110,500 **Length:** 0.22km

**Scheme Code:** BS\06\LCN\HAM.05  
**Link Number:** 76  
**Location:** Entire length of Link  
**Description:** Feasibility work to consider possibilities for improving conditions for cycling based on outcomes from CRISP study.  
**Cost:** £2,600 **Length:** 0.33km  
  
**CRISP:** BS\06\LCN\HAM.06  
**Link Number:** 76, 77, 263  
**CRIM Undertaken:** 06/12/2006  
**Final CRISP Report:** 14/03/2007  
**Cost:** £24,000 **Length:** 5.12km



**Scheme Code:** BS\06\LCN\HAM.02

**Scheme Code:** BS\06\LCN\HAM.02  
**Link Number:** 74  
**Location:** Rutland Grove between Hammersmith Bridge Road and A4 Great West Road  
**Description:** Surface upgrades including widening of shared use path and lighting improvements. Provision of a raised entry treatment at Hammersmith Bridge Road to improve road safety and comfort for both cyclists and pedestrians.  
**Cost:** £65,000 **Length:** 0.20km



**Scheme Code:** BS\06\LCN\HAM.02

**Scheme Code:** BS\06\LCN\HAM.09  
**Description:** Liaison and administration fees associated with the sector leader role for the North West Sector.  
**Cost:** £15,000

**Scheme Code:** BS\06\LCN\HAM.07  
**Link Number:** 77  
**Location:** Entire length of Link  
**Description:** Feasibility work to consider possibilities for improving conditions for cycling based on outcomes from CRISP study, including provision of cycle lanes.  
**Cost:** £10,000 **Length:** 0.26km

**Scheme Code:** BS\06\LCN\HAM.11  
**Link Number:** 262  
**Location:** Entire length of Link  
**Description:** Fees towards liaison with planning consultants to ensure appropriate cycle access is provided to and from the White City development.  
**Cost:** £7,000

**Scheme Code:** BS\06\LCN\HAM.04  
**Link Number:** 75  
**Location:** Entire length of Link  
**Description:** Feasibility work to consider possibilities for improving conditions for cycling on Hammersmith Bridge Road.  
**Cost:** £10,000

**CRISP:** BS\06\LCN\HAM.10  
**Link Number:** 262  
**CRIM Undertaken:** 05/12/2006  
**Final CRISP Report:** 14/03/2007  
**Cost:** £23,500 **Length:** 4.96km

# Haringey

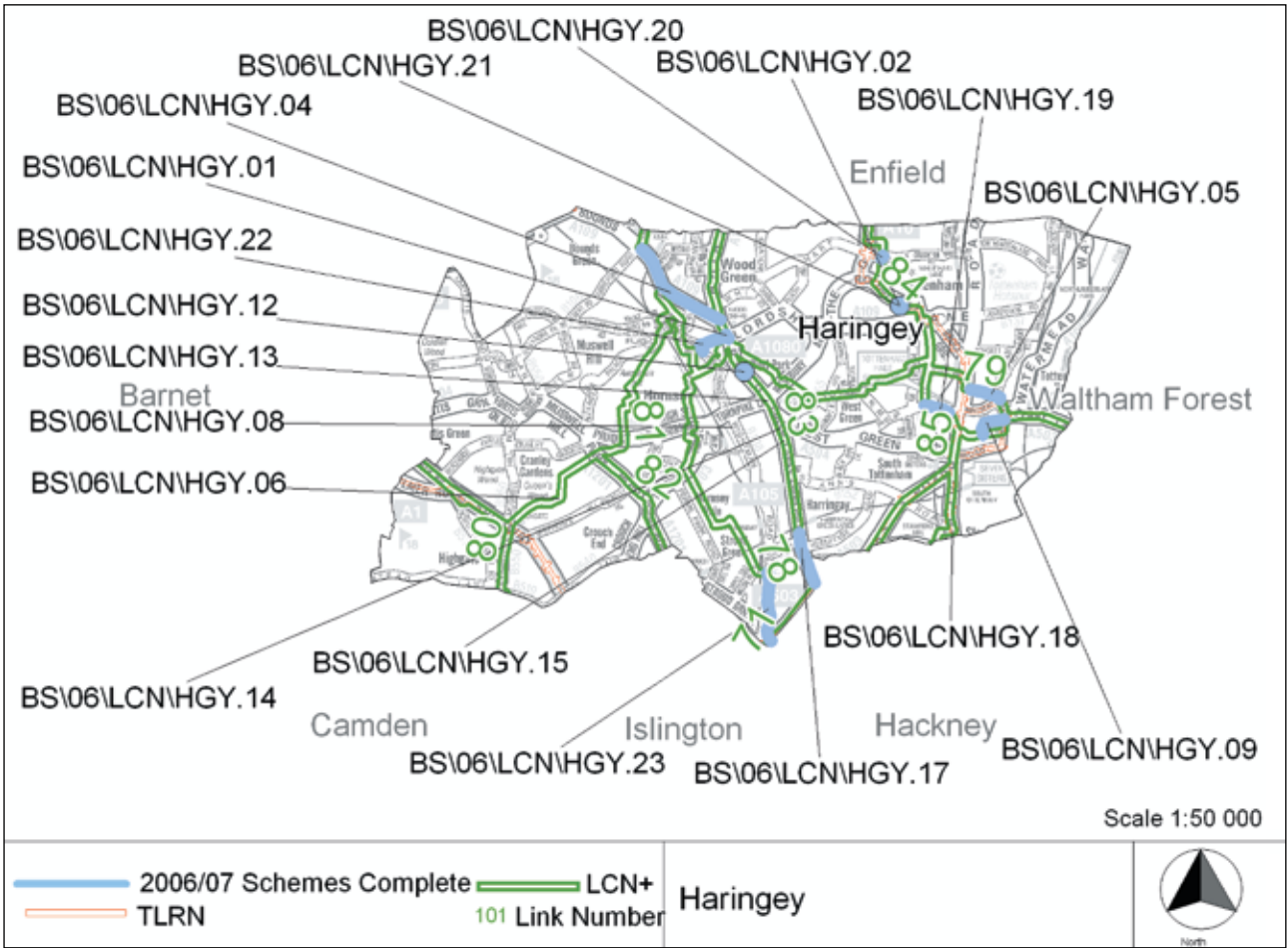


Borough Officers: **Malcolm Smith, John Kingsford** and **Maurice Richards**



Our team is responsible for the development and implementation of cycling within Haringey. The team members have varied technical expertise including transportation planning, project management and highways engineering. Due to the number of LCN+ Links in the borough, a LCN+ project implementation team has been created. The team consists of one Principal Highway Engineer and two

Senior Highways Engineers dedicated to delivering the objectives of Haringey's LCN+. CRISP studies on all LCN+ Links within Haringey have been carried out and we are now in the process of development design and implementation of schemes. Currently cycling accounts for 1.7% of all journeys in the borough. Our local cycling group, Haringey Cycling Campaign, is involved in all aspects of cycling in Haringey. They are active stakeholders in the development of all cycle schemes in the borough and are committed to encouraging cycling and improving cycle routes and facilities.



**Scheme Code:** BS\06\LCN\HGY.22



**Scheme Code:** BS\06\LCN\HGY.22  
**Link Number:** 79  
**Location:** Station Road from Wood Green High Road to Mayes Road  
**Description:** Implementation of three raised entry treatments, closure of one side road and relocation of signal posts and kerb realignment to remove pinch point.  
**Cost:** £162,000 **Length:** 0.40km

**Scheme Code:** BS\06\LCN\HGY.04



**Scheme Code:** BS\06\LCN\HGY.04  
**Link Number:** 79  
**Location:** Bounds Green Road  
**Description:** Implementation of lane redistribution to add 1.5m advisory cycle lanes. Contribution to safety scheme which also included raised tables and traffic islands.  
**Cost:** £100,000 **Length:** 0.56km

**Scheme Code:** BS\06\LCN\HGY.19



**Scheme Code:** BS\06\LCN\HGY.19  
**Link Number:** 84  
**Location:** Philip Lane, Napier Road, Broadwater Road and Wimborne Road  
**Description:** Implementation of improvements following introduction of one-way system including improved access to the network from the Broadwater Estate and feasibility study of options along Philip Lane.  
**Cost:** £90,000 **Length:** 0.29km

**Scheme Code:** BS\06\LCN\HGY.17



**Scheme Code:** BS\06\LCN\HGY.17  
**Link Number:** 83  
**Location:** Green Lanes from Williamson Road to the borough boundary  
**Description:** Implementation of advisory cycle lane and removal of obstructive bollards on Hermitage Road.  
**Cost:** £30,000 **Length:** 0.61km

**Scheme Code:** BS\06\LCN\HGY.02  
**Link Number:** 84  
**Location:** Borough sections of Link  
**Description:** Design and implementation of signage and markings.  
**Cost:** £30,000

**Scheme Code:** BS\06\LCN\HGY.09  
**Link Number:** 85  
**Location:** Antill Road and Montague Road  
**Description:** Implementation of signage, markings and lighting improvements.  
**Cost:** £20,000 **Length:** 0.37km

**Scheme Code:** BS\06\LCN\HGY.08  
**Description:** Liaison and administration fees associated with the sector leader role for the North East sector.  
**Cost:** £15,000

**Scheme Code:** BS\06\LCN\HGY.01  
**Link Number:** 83  
**Location:** Wood Green High Road j/w Station Road  
**Description:** Design of improvements to junction and station access. Implementation to take place from 2007 to 2009, part funded by LCN+.  
**Cost:** £25,000 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\HGY.13  
**Link Number:** 83  
**Location:** Green Lanes j/w Turnpike Lane  
**Description:** Feasibility study of options at Turnpike Lane junction including modelling of signals works.  
**Cost:** £15,000 **Length:** 0.04km

**Scheme Code:** BS\06\LCN\HGY.05



**Scheme Code:** BS\06\LCN\HGY.05  
**Link Number:** 79  
**Location:** Chesnut Road  
**Description:** Contra-flow lane on one-way street allowing access through car park.  
**Cost:** £10,000 **Length:** 0.38km

**Scheme Code:** BS\06\LCN\HGY.21  
**Link Number:** 84  
**Location:** The Roundway  
**Description:** Feasibility study of options outlined in CRISP study.  
**Cost:** £10,000 **Length:** 0.60km

**Scheme Code:** BS\06\LCN\HGY.14  
**Link Number:** 83  
**Location:** Green Lanes from Turnpike Lane to Falkland Road  
**Description:** Feasibility study of options in conjunction with LBPN.  
**Cost:** £10,000 **Length:** 0.16km

**CRISP:** BS\06\LCN\HGY.06  
**Link Number:** 80, 81, 82  
**CRIM Undertaken:** 20/09/2006  
**Final CRISP Report:** 16/03/2007  
**Cost:** £20,000 **Length:** 7.29km

**Scheme Code:** BS\06\LCN\HGY.23  
**Link Number:** 78  
**Location:** Finsbury Park  
**Description:** Various minor improvements to ensure safe and comfortable conditions in Finsbury Park including relocation of bins, cycle stands and access improvements.  
**Cost:** £15,000 **Length:** 0.82km

**Scheme Code:** BS\06\LCN\HGY.20  
**Link Number:** 84  
**Location:** White Hart Lane j/w Devonshire Hill Lane  
**Description:** Implementation of surface improvements to improve access and clarity for use by cyclists.  
**Cost:** £15,000 **Length:** 0.04km

**Scheme Code:** BS\06\LCN\HGY.18  
**Link Number:** 84  
**Location:** Hillside Road j/w High Road  
**Description:** Feasibility study of options outlined in CRISP study.  
**Cost:** £10,000

**Scheme Code:** BS\06\LCN\HGY.15  
**Link Number:** 83  
**Location:** Green Lanes from Falkland Road to Williamson Road  
**Description:** Feasibility into review and extension of bus lane hours.  
**Cost:** £10,000

**Scheme Code:** BS\06\LCN\HGY.12  
**Link Number:** 83  
**Location:** Wood Green High Road  
**Description:** Implementation of signage and road markings.  
**Cost:** £10,000

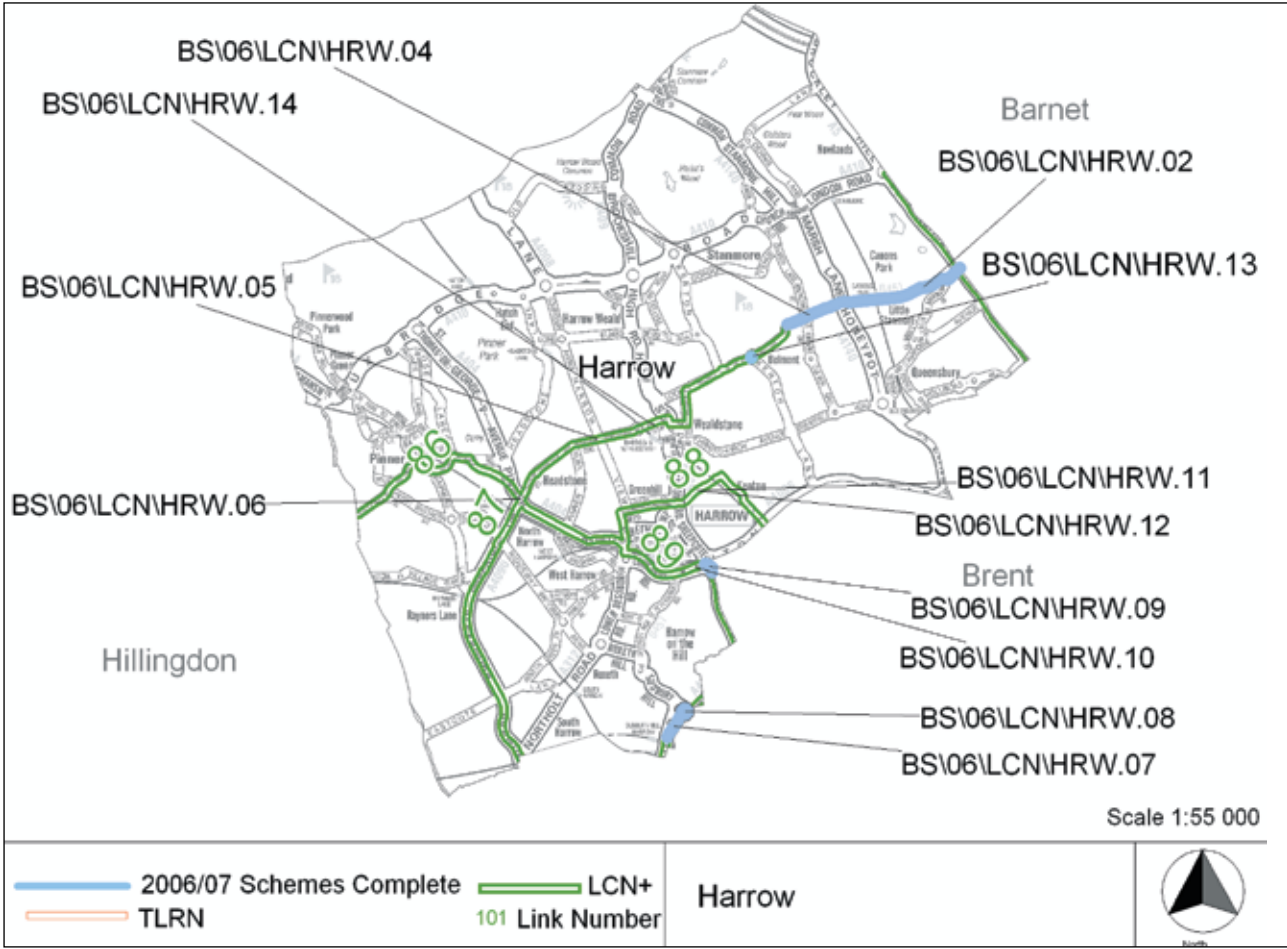
# Harrow

Borough Officer: **Sajjad Farid**



As the Borough Cycling Officer situated in the highways department, I am responsible for the implementation of the LCN+, from feasibility through to implementation. External consultants have been appointed as our partners for five years and I will be utilising them as and when needed. Our main challenge in 2006/07 was getting schemes through the DTO programme due to their workload and resource problems. Many of these schemes have been put on hold but

the aim is still to have the LCN+ completed by 2010 in accordance with the LCAP. Harrow has a total of approximately 20km of LCN+ Links. The London Area Transport Survey data published in November 2004 revealed that the borough had the highest increase in the number of cycle trips in the northwest London sector with figures rising from 4666 in 1991 to 6250 in 2001. This represents an increase of almost 34%, which is the 5<sup>th</sup> highest increase in the whole of London. This was further backed up by data obtained from one of our permanent counters in Harrow, which revealed an increase of 32% between 2003 and 2006. This highlights a steady but definite increase in the levels of cycling.



**Scheme Code:** BS\06\LCN\HRW.07



**Scheme Code:** BS\06\LCN\HRW.07



**Scheme Code:** BS\06\LCN\HRW.07

**Link Number:** 89

**Location:** Greenford Road, between the borough boundary with Ealing and j/w Sudbury Hill

**Description:** Advisory cycle lanes uphill with logos on the downhill side.

**Cost:** £30,000 **Length:** 0.5km

**Scheme Code:** BS\06\LCN\HRW.13  
**Link Number:** 87  
**Location:** Kenton Lane j/w Belmont Circle roundabout  
**Description:** Toucan conversion of two existing crossings. Minor works still to be completed.  
**Cost:** £76,500 **Length:** 0.17km

**CRISP:** BS\06\LCN\HRW.11  
**Link Number:** 88  
**CRIM Undertaken:** 10/12/2006  
**Final CRISP Report:** 02/09/2007  
**Cost:** £12,000 **Length:** 2.67km

**Scheme Code:** BS\06\LCN\HRW.04  
**Link Number:** 86, 87  
**Location:** Wemborough Road j/w Weston Drive  
**Description:** Changes to existing design following liaison with TfL/DTO.  
**Cost:** £15,000 **Length:** 0.72km

**Scheme Code:** BS\06\LCN\HRW.10  
**Link Number:** 89  
**Location:** Kenton Road  
**Description:** Design of road widening scheme featuring cycle track and advisory cycle lane.  
**Cost:** £11,000 **Length:** 0.43km



**Scheme Code:** BS\06\LCN\HRW.06  
**Link Number:** 86, 87  
**Location:** Station Road j/w Pinner Road and Canterbury Road  
**Description:** Design of two-way cycle track around junction, contra-flow cycle lane at one-way street and implementation of traffic island with kerb build-out.  
**Cost:** £20,000 **Length:** 0.15km

**Scheme Code:** BS\06\LCN\HRW.09  
**Link Number:** 89  
**Location:** Kenton Road j/w Watford Road at Northwick Park roundabout  
**Description:** Design of two-way cycle track and shared use areas to link up cycle facilities.  
**Cost:** £14,500 **Length:** 0.18km

**Scheme Code:** BS\06\LCN\HRW.12  
**Link Number:** 88  
**Location:** Entire Link 88  
**Description:** Minor design works.  
**Cost:** £4,500

**Scheme Code:** BS\06\LCN\HRW.02  
**Link Number:** 87  
**Location:** Whitchurch Lane  
**Description:** Design of signage and lining plan.  
**Cost:** £3,500 **Length:** 1.59km

**Scheme Code:** BS\06\LCN\HRW.05  
**Link Number:** 86, 87  
**Location:** Headstone Drive j/w Harrow View  
**Description:** Re-design of scheme as signals aspect had to be removed. New design to feature ASLs on all arms of the junction.  
**Cost:** £12,000 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\HRW.08  
**Link Number:** 89  
**Location:** Junction of Greenford Road, Sudbury Hill, Sudbury Court Drive and Harrow Road  
**Description:** Design of ASLs on all arms of junction.  
**Cost:** £10,000

**Scheme Code:** BS\06\LCN\HRW.14  
**Link Number:** 86, 87, 88, 89  
**Description:** Fees for preparation of asset management estimate.  
**Cost:** £5,000

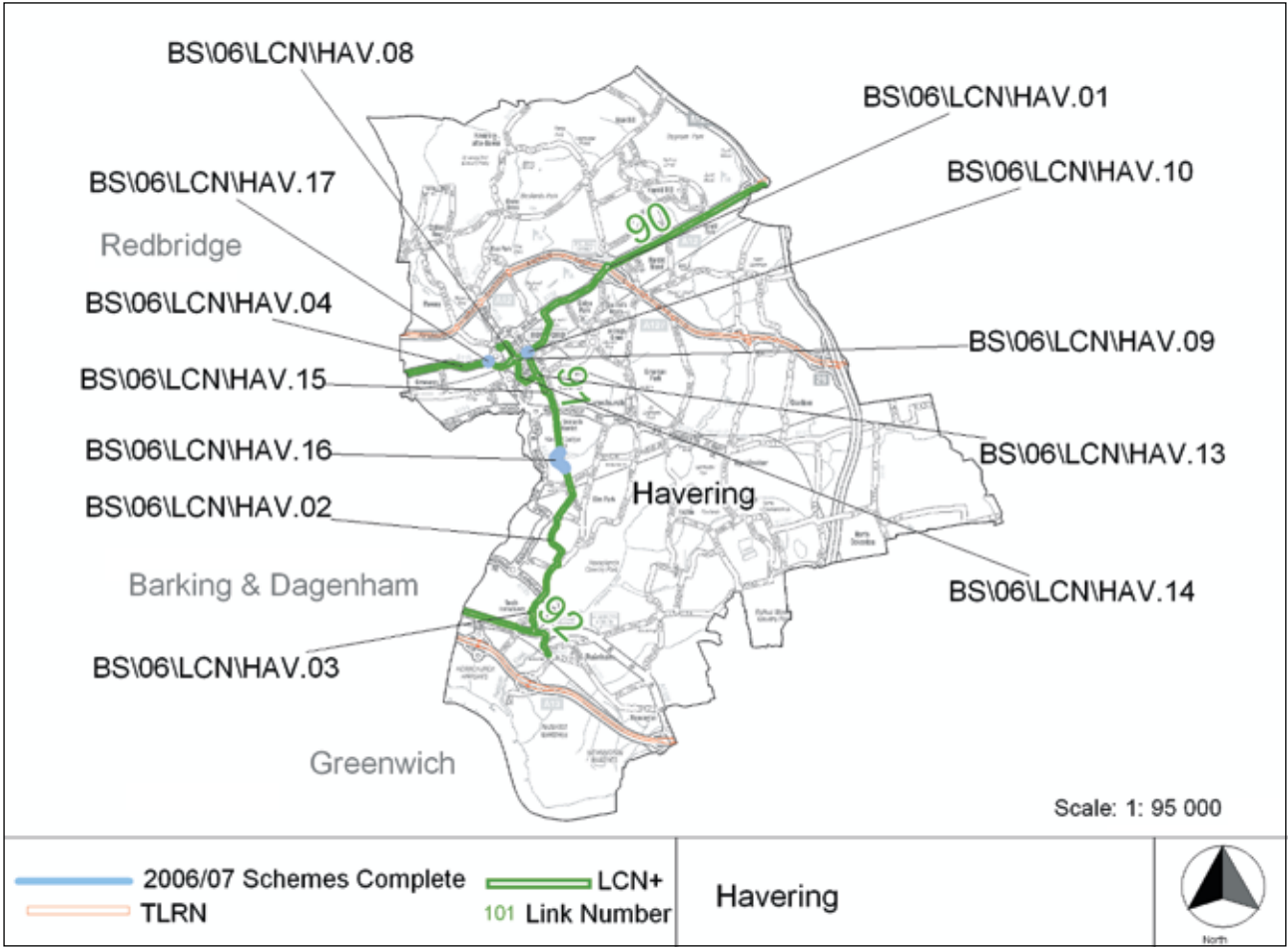
# Havering

Borough Officer: **Musood Karim**



I am a Principal Engineering Assistant at LB Havering and work in partnership with our in-house consultants to prepare designs for traffic related schemes. Co-ordinating the LCN+ programme is a complex process, which starts from applying the funds annually through to the implementation stage to ensure the borough's firm commitment is met. This year, the borough has delivered several cycle schemes and our prime concern was to see the completion of

a new shared path in Harrow Lodge Park as it involved a considerable allocation. The proposals were featured in LCN+ Newsletter of Spring 2007. Through good teamwork and partnership working we managed the project throughout the year and installed a new path that has been well received by cyclists, pedestrians and local residents. The realignment of the new route has led to more users as it is now closer to main facilities and the improved surface. The borough has also worked in partnership with DTO and the LCN+ Project Management team to set up our signal schemes for toucan crossings, such as the ones installed in Mercury Gardens and London Road in Romford.



**Scheme Code:** BS\06\LCN\HAV.16



**Scheme Code:** BS\06\LCN\HAV.16  
**Link Number:** 91  
**Location:** Harrow Lodge Park  
**Description:** Implementation of new shared use path with lighting through park.  
**Cost:** £165,000 **Length:** 0.48km

**Scheme Code:** BS\06\LCN\HAV.16





**Scheme Code:** BS\06\LCN\HAV.17

**Scheme Code:** BS\06\LCN\HAV.17  
**Link Number:** 90  
**Location:** London Road east of St Andrews Road  
**Description:** Implementation of upgrade of pelican crossing to toucan crossing.  
**Cost:** £50,000 **Length:** 0.02km

**Scheme Code:** BS\06\LCN\HAV.13  
**Link Number:** 91  
**Location:** Brentwood Road j/w Douglas Road  
**Description:** Design and consultation of central pedestrian and cycle refuge and review of waiting and loading restrictions.  
**Cost:** £11,500 **Length:** 0.04km

**Scheme Code:** BS\06\LCN\HAV.15  
**Link Number:** 91  
**Location:** Douglas Road j/w Clydesdale Road and Park Lane  
**Description:** Design and consultation of kerb build outs and provision of central refuge.  
**Cost:** £12,500 **Length:** 0.05km



**Scheme Code:** BS\06\LCN\HAV.10

**Scheme Code:** BS\06\LCN\HAV.10  
**Link Number:** 90  
**Location:** Eastern Road j/w Mercury Gardens  
**Description:** Implementation of signalised cycle crossing and alterations to adjacent pedestrian crossing.  
**Cost:** £65,000 **Length:** 0.04km

**Scheme Code:** BS\06\LCN\HAV.14  
**Link Number:** 91  
**Location:** Brentwood Road j/w South Street  
**Description:** Design and consultation of advisory cycle lanes and ASLs.  
**Cost:** £12,500 **Length:** 0.24km



**Scheme Code:** BS\06\LCN\HAV.11

**Scheme Code:** BS\06\LCN\HAV.04  
**Link Number:** 90  
**Location:** London Road from j/w St Andrews Road to St Edwards School  
**Description:** Design of advisory cycle lanes around parking bays.  
**Cost:** £5,000 **Length:** 0.97km

**Scheme Code:** BS\06\LCN\HAV.12  
**Link Number:** 90  
**Location:** Lodge Avenue j/w Main Road  
**Description:** Completion of design work for segregated cycle track leading to existing toucan. Implementation deferred to coincide with scheduled resurfacing works.  
**Cost:** £2,000 **Length:** 0.02km

**CRISP:** BS\06\LCN\HAV.03  
**Link Number:** 92  
**CRIM Undertaken:** 20/06/2006  
**Final CRISP Report:** 30/10/2006  
**Cost:** £10,000 **Length:** 3.24km

**Scheme Code:** BS\06\LCN\HAV.11  
**Link Number:** 90  
**Location:** Carlton Road from j/w Eastern Road to j/w Lodge Avenue  
**Description:** Implementation of conversion of existing road humps to sinusoidal profile.  
**Cost:** £10,000 **Length:** 0.14km

**Scheme Code:** BS\06\LCN\HAV.09  
**Link Number:** 90  
**Location:** Eastern Road from j/w South Street to j/w Mercury Gardens  
**Description:** Design and marking of improvements to contra-flow facility.  
**Cost:** £5,000 **Length:** 0.07km

**Scheme Code:** BS\06\LCN\HAV.18  
**Link Number:** 90, 91, 92  
**Description:** Fees for preparation of asset management estimate.  
**Cost:** £5,000

**Scheme Code:** BS\06\LCN\HAV.01  
**Link Number:** 90  
**Location:** Entire length of Link  
**Description:** Review of signage and logos along length of Link. Design and implementation due in 2007/08.  
**Cost:** £5,000 **Length:** 5.82km

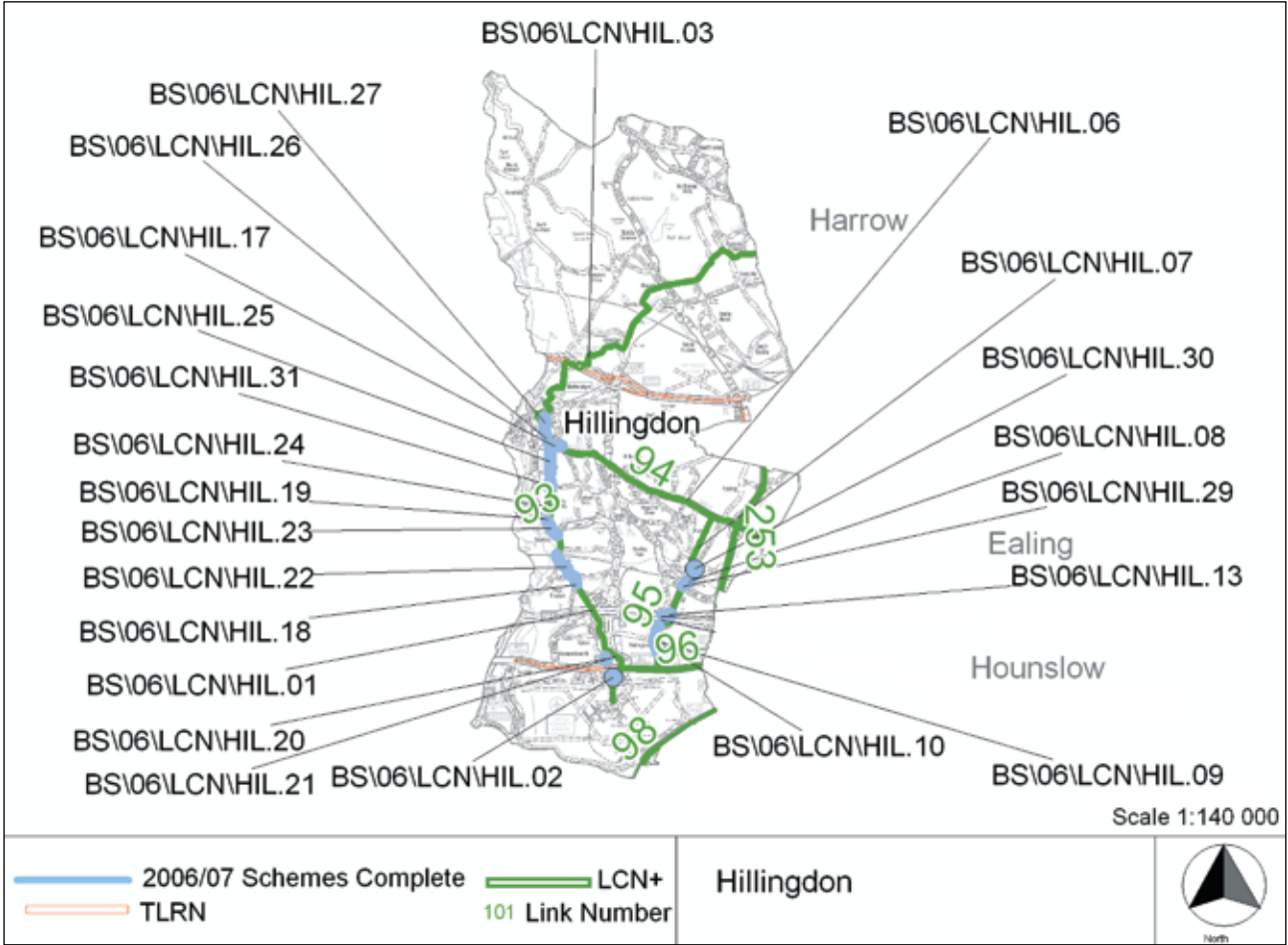
# Hillingdon

Borough Officer: **Nigel Coates**



I am situated within the Traffic Services section of the London Borough of Hillingdon; this section develops and seeks approval to introduce the LCN+ schemes. Traffic Services then commissions Hillingdon Engineering Consultancy to carry out detailed design of the schemes and implementation using a term contractor. A change to the borough's term contractor towards the end of the year threatened the delivery of a number of schemes. We overcame this by working with the LCN+ PM team to ensure the resources were available to continue with and complete these schemes. The construction of a cycle

track along Watery Lane in Harlington has provided a high quality link away from motor vehicles for cyclists on Link 95. Cycle tracks provided along Station Road, Hayes enable cyclists to bypass intimidating conditions at traffic calming chicanes. Studies carried out in Harlington and Sipson will ensure that traffic calming schemes programmed for 2007/08 can progress quickly and efficiently. Improvements have been introduced to the cycle tracks along Uxbridge Road to improve safety and comfort at the crossing points of side road junctions and accesses. Local cycling groups have been very helpful in the development of the CRISP reports. An appreciation of the issues and difficulties involved in improving conditions for cyclists has ensured mutual understanding and agreement to the recommendations.



**Scheme Code:** BS\06\LCN\HIL.06



**Scheme Code:** BS\06\LCN\HIL.06  
**Link Number:** 94  
**Location:** Uxbridge Road from Long Lane to Ealing borough boundary  
**Description:** Design and implementation of fifteen raised entry treatments across side roads. Lining contractor yet to complete works at time of photograph.  
**Cost:** £205,000 **Length:** 0.15km

**Scheme Code:** BS\06\LCN\HIL.09



**Scheme Code:** BS\06\LCN\HIL.09  
**Link Number:** 95  
**Location:** Harlington High Street  
**Description:** Implementation of re-alignment of kerb-lines and re-shaping of traffic island to create space for new cycle lanes.  
**Cost:** £130,000 **Length:** 0.81km

**Scheme Code:** BS\06\LCN\HIL.13

**Link Number:** 95

**Location:** Watery Lane

**Description:** Implementation of new shared use path including improved access to existing toucan crossing and lighting of unlit sections of path.

**Cost:** £120,000 **Length:** 0.32km

**Scheme Code:** BS\06\LCN\HIL.13



**Scheme Code:** BS\06\LCN\HIL.13



**Scheme Code:** BS\06\LCN\HIL.08



**Scheme Code:** BS\06\LCN\HIL.08

**Link Number:** 95

**Location:** Station Road, Hayes

**Description:** Implementation of with-flow segregated cycle tracks to avoid horizontal traffic calming and take cyclists off road along this section.

**Cost:** £85,000 **Length:** 0.44km

**Scheme Code:** BS\06\LCN\HIL.17



**Scheme Code:** BS\06\LCN\HIL.17

**Link Number:** 94

**Location:** The Greenway

**Description:** Implementation of advisory cycle lanes, traffic calming and 20mph limit along The Greenway, new off-road facility to allow safe negotiation of traffic queues during peak periods and an ASL.

**Cost:** £67,000 **Length:** 0.33km

**Scheme Code:** BS\06\LCN\HIL.27



**Scheme Code:** BS\06\LCN\HIL.27

**Link Number:** 93

**Location:** Mini roundabout at Crick-etfield Road j/w Hillingdon Road

**Description:** Implementation of kerb realignments and raising of round-about.

**Cost:** £61,000 **Length:** 0.28km

**Scheme Code:** BS\06\LCN\HIL.22



**Scheme Code:** BS\06\LCN\HIL.22

**Link Number:** 93

**Location:** Station Road, West Dray-ton

**Description:** Addition of green surfacing to existing advisory cycle lanes.

**Cost:** £17,000 **Length:** 1.04km



**Scheme Code:** BS\06\LCN\HIL.10  
**Link Number:** 95  
**Location:** Harlington High Street from St Peter's Way to West End Lane  
**Description:** Feasibility study into potential traffic calming measures along Harlington High Street.  
**Cost:** £14,000 **Length:** 0.81km

**Scheme Code:** BS\06\LCN\HIL.18  
**Link Number:** 93  
**Location:** A408 Sipson Road  
**Description:** Feasibility study into potential traffic calming measures along Sipson Road.  
**Cost:** £11,200 **Length:** 0.23km

**Scheme Code:** BS\06\LCN\HIL.02  
**Link Number:** 93  
**Location:** Southern half of Link from Uxbridge to Heathrow  
**Description:** Review and implementation of signing and markings  
**Cost:** £18,000

**Scheme Code:** BS\06\LCN\HIL.26  
**Link Number:** 93  
**Location:** Cricketfield Road multi-storey car park entrance  
**Description:** Change of priority across car park exit and improved alignment of existing cycle track.  
**Cost:** £10,000 **Length:** 0.1km

**Scheme Code:** BS\06\LCN\HIL.31  
**Link Number:** 93  
**Location:** Kingdom Way  
**Description:** Payment of invoice for 2005/06 lighting aspect of scheme.  
**Cost:** £5,000

**Scheme Code:** BS\06\LCN\HIL.19  
**Link Number:** 93  
**Location:** High Road, Cowley  
**Description:** Feasibility study of toucan crossing.  
**Cost:** £5,000

**Scheme Code:** BS\06\LCN\HIL.25  
**Link Number:** 93  
**Location:** Cleveland Road  
**Description:** Green surfacing and logos.  
**Cost:** £6,000 **Length:** 0.75km



**Scheme Code:** BS\06\LCN\HIL.23  
**Link Number:** 93  
**Location:** Yiewsley High Street j/w Falling Lane  
**Description:** Green surfacing in existing ASL.  
**Cost:** £2,000

**Scheme Code:** BS\06\LCN\HIL.29  
**Link Number:** 95  
**Location:** Station Road j/w North Hyde Road  
**Description:** Liaison with DTO regarding alterations to signalised junction.  
**Cost:** £1,000

**Scheme Code:** BS\06\LCN\HIL.20  
**Link Number:** 93  
**Location:** Sipson Way Park  
**Description:** Design of shared use path through park.  
**Cost:** £500 **Length:** 0.13km

**CRISP:** BS\06\LCN\HIL.03  
**Link Number:** 93  
**CRIM Undertaken:** 11/08/2005  
**Final CRISP Report:** 26/06/2006  
**Cost:** £7,000 **Length:** 10.07km

**Scheme Code:** BS\06\LCN\HIL.24  
**Link Number:** 93  
**Location:** St Martin's Close  
**Description:** Design of improvements to road closure.  
**Cost:** £2,000 **Length:** 0.09km

**Scheme Code:** BS\06\LCN\HIL.30  
**Link Number:** 95  
**Location:** Entire length of Link  
**Description:** Implementation of improvements to existing signing along route.  
**Cost:** £3,000

**Scheme Code:** BS\06\LCN\HIL.21  
**Link Number:** 93  
**Location:** Sipson Road at M4 subway  
**Description:** Design of improvements to subway accessibility for cyclists.  
**Cost:** £2,500 **Length:** 0.40km

**Scheme Code:** BS\06\LCN\HIL.15  
**Link Number:** 95  
**Location:** M4 subway at Shepiston Lane j/w St Peter's Way  
**Description:** Design of improvements to subway accessibility for cyclists.  
**Cost:** £700 **Length:** 0.13km

**Scheme Code:** BS\06\LCN\HIL.07  
**Link Number:** 95  
**Location:** Central Avenue  
**Description:** Feasibility study into potential traffic calming measures along Central Avenue.  
**Cost:** £300 **Length:** 1.35km

# Hounslow



Borough Officer: **Chris Calvi-Freeman**

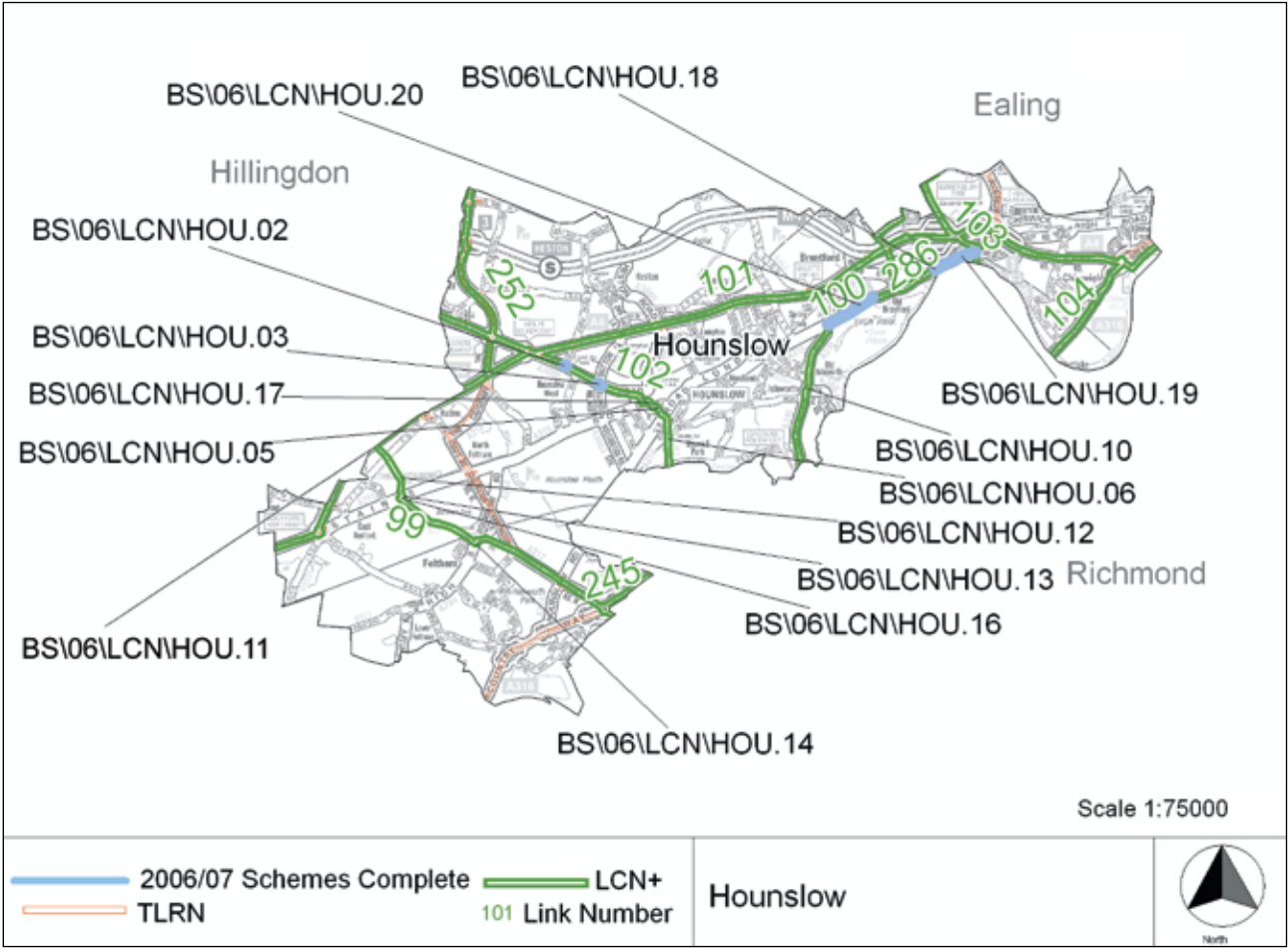


I am Head of Transport for LB Hounslow and work closely with consultants who help develop many of the schemes whilst I oversee their progress and manage the LCN+ programme.

Our own contractors carry out the implementation of the majority of our schemes. Completion of the Hounslow Town Centre scheme was a major achievement and will improve conditions for cyclists considerably with a more direct and safer alignment than was previously available. The resource and effort expended meant that some smaller schemes could not be completed and we aim to ensure these are continued in 2007/08.

There is clear evidence that the new facilities now in place are achieving a safer and more attractive cycling environment. All schemes are recommended by CRISP studies, which ensure that the network in Hounslow will meet the criteria of being fast, safe and comfortable.

I have influence in other programmes in the borough and try to ensure cyclists are catered for in all of LB Hounslow's schemes, as well as those on the LCN+. We have a good relationship with the buses programme and have used LCN+ funding to contribute towards a bus and cycle lane on London Road whilst LBPN made a contribution towards the Hounslow Town Centre scheme.



**Scheme Code:** BS\06\LCN\HOU.17



**Scheme Code:** BS\06\LCN\HOU.17

**Link Number:** 102

**Location:** Hounslow Town Centre

**Description:** Implementation of traffic calming and new contra-flow cycle lanes to allow cycling through town centre in both directions. Further works to be completed in 2007/08.

**Cost:** £177,000 **Length:** 0.22km

**Scheme Code:** BS\06\LCN\HOU.17



**Scheme Code:** BS\06\LCN\HOU.12

**Link Number:** 99

**Location:** Duke of Northumberland's River Crossing

**Description:** Initial design and consultation with the Environment Agency for improvements to the bridge approaches and proposed replacement crossing.

**Cost:** £24,900 **Length:** 0.05km

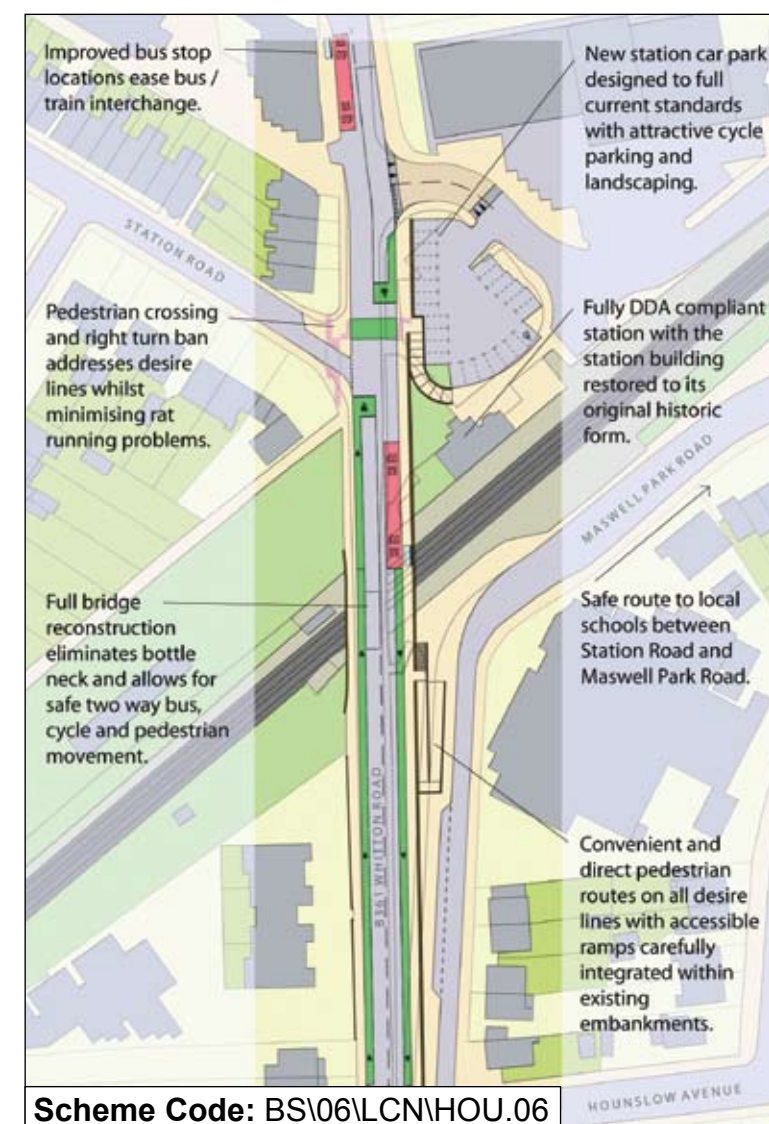
**Scheme Code:** BS\06\LCN\HOU.13

**Link Number:** 99

**Location:** Staines Road j/w Richmond Avenue

**Description:** Design of raised entry treatment and adjacent off-road facility.

**Cost:** £6,700 **Length:** 0.02km

**Scheme Code:** BS\06\LCN\HOU.19**Scheme Code:** BS\06\LCN\HOU.19**Link Number:** 286**Location:** Brentford High Street and Kew Bridge Road, from Ealing Road to Kew Bridge**Description:** Removal of existing substandard on-footway cycle track including minor kerb realignments for 1.5m advisory cycle lane. New cycle lane to be marked during scheduled resurfacing works. Design of road widening scheme adjacent to Waterman's Park underway.**Cost:** £98,000**Scheme Code:** BS\06\LCN\HOU.20**Scheme Code:** BS\06\LCN\HOU.20**Link Number:** 100**Location:** London Road from Syon Lane to Half Acre**Description:** Advisory cycle lane and bus lane including significant services relocations and kerb realignment. Contribution towards LBPN scheme.**Cost:** £25,000 **Length:** 0.87km**Scheme Code:** BS\06\LCN\HOU.02**Link Number:** 102**Location:** Bath Road j/w Vicarage Farm Road**Description:** Design and implementation of ASLs on junction approaches.**Cost:** £7,000 **Length:** 0.03km**Scheme Code:** BS\06\LCN\HOU.05**Link Number:** 102**Location:** Bell Road**Description:** Design of advisory cycle lanes and review of existing waiting and loading restrictions.**Cost:** £6,987 **Length:** 0.16km**Scheme Code:** BS\06\LCN\HOU.03**Link Number:** 102**Location:** Bath Road j/w Sutton Lane**Description:** Design and implementation of ASLs on junction approaches.**Cost:** £14,936 **Length:** 0.07km**Scheme Code:** BS\06\LCN\HOU.16**Link Number:** 99**Location:** Bedfont Lane j/w Staines Road**Description:** Contribution to junction modification scheme.**Cost:** £7,000 **Length:** 0.09km**Scheme Code:** BS\06\LCN\HOU.06**Scheme Code:**

BS\06\LCN\HOU.06

**Link Number:** 102**Location:** Whitton Road railway bridge at Hounslow rail station**Description:** Feasibility completed and initial consultation with Network Rail underway for proposed replacement bridge.**Cost:** £49,663 **Length:** 0.08km**Scheme Code:** BS\06\LCN\HOU.11**Link Number:** 99**Location:** Hatton Road j/w Cains Lane**Description:** Scheme cancelled following outcome of feasibility study.**Cost:** £3,000 **Length:** 0.03km**Scheme Code:** BS\06\LCN\HOU.14**Link Number:** 99**Location:** High Street j/w Bedfont Lane**Description:** Feasibility study.**Cost:** £6,176 **Length:** 0.07km**Scheme Code:** BS\06\LCN\HOU.10**Link Number:** 100**Location:** Twickenham Road j/w A3004 South Street**Description:** Feasibility study.**Cost:** £1,000 **Length:** 0.04km**Scheme Code:** BS\06\LCN\HOU.18**Link Number:** 286**CRIM Undertaken:** 21/08/2006**Final CRISP Report:** 30/01/2007**Cost:** £9,461 **Length:** 1.44km

Islington

Borough Officer: **Chris Bowers**



Islington council has combined a team of four engineers of varying experience with external consultants to deliver this year's schemes. As much work as possible is kept in-house

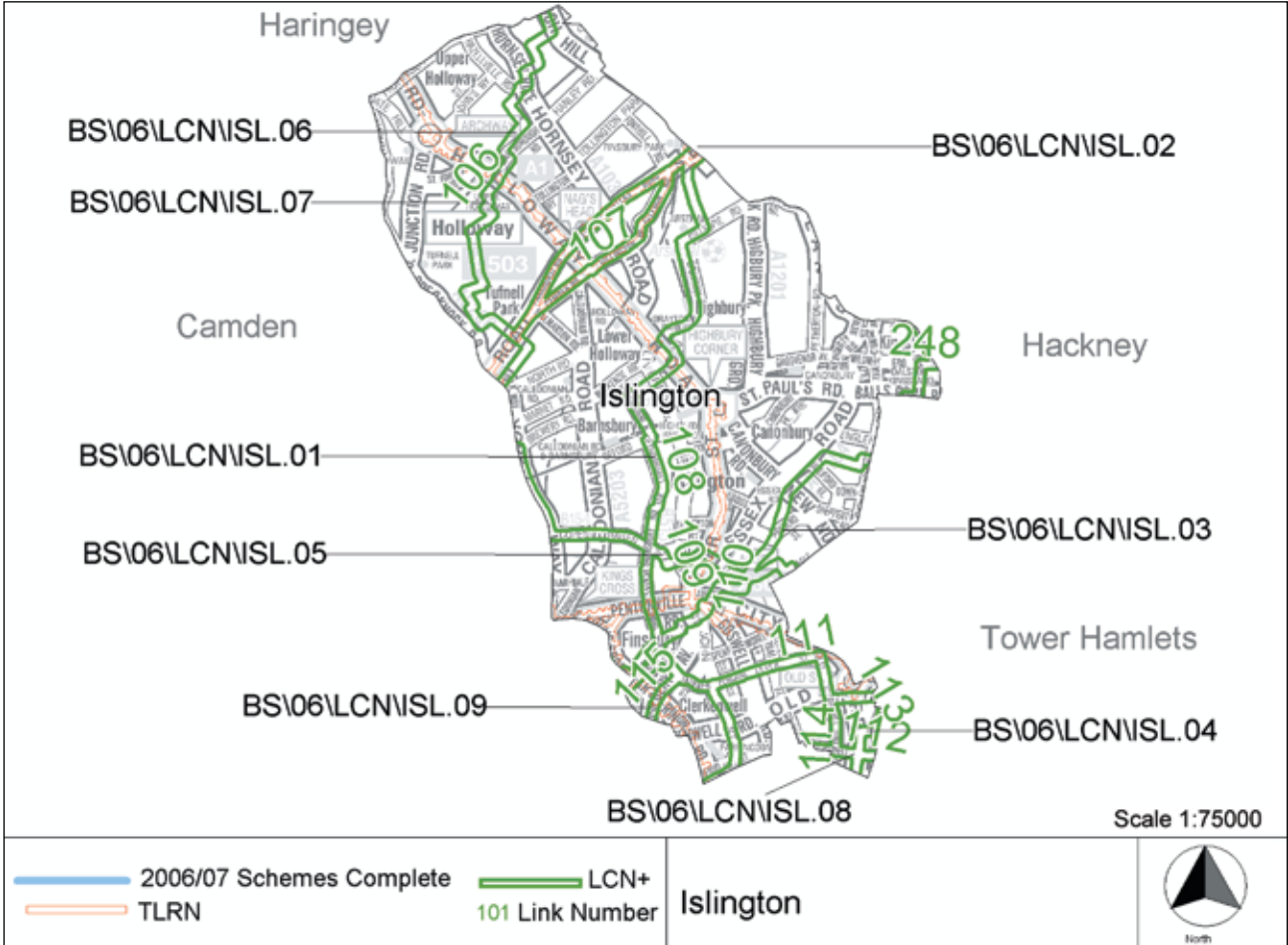
in order to provide high quality design work while providing young engineers with valuable experience.

Staff turnover issues have resulted in disruption to the scheme delivery but by utilising a framework agreement with various consultants and further strengthening our partner-

ship working our schemes progressed swiftly and efficiently.

Islington has established sinusoidal ramps as a minimum standard on all traffic calming schemes across the borough. The works at Highbury Corner and Sussex Way Bridge were highly commended in the London Cycle Awards.

Islington has now completed CRISP studies on every LCN+ route in the borough and has continued to build relations with ICAG (Islington Cycle Action Group) as an invaluable link to the end users view of every scheme. Without this valuable contribution the quality of Islington's cycle schemes would not be to such a high standard.



Scheme Code: BS\06\LCN\ISL.01



Scheme Code:

BS\06\LCN\ISL.01

Link Number: 108

Location: Thornhill Road, Penton Street, Claremont Square, Skinner Street j/w St John's Street, and route signing of entire length of Link

Description: Sinusoidal humps on Thornhill Road and resurfacing on Claremont Square to improve comfort. Signing entire length of Link. Penton Street and Tolpuddle junction design to improve ASLs. Junction study at Skinner Street junction with St John's Street.

Cost: £189,000 Length: 0.50km

Scheme Code: BS\06\LCN\ISL.01



**Scheme Code:** BS\06\LCN\ISL.03



**Scheme Code:** BS\06\LCN\ISL.03



**Scheme Code:**

BS\06\LCN\ISL.03

**Link Number:** 110

**Location:** Bishop Street to Prebend Street, Ecclesbourne Road j/w New North Road and Northchurch Road j/w Southgate Road

**Description:** Implementation including surface upgrades and signing to improve comfort for cyclists. A raised table at Northchurch Road junction with Southgate Road to improve cycle priority and road safety.

**Cost:** £100,000 **Length:** 0.18km

**Scheme Code:** BS\06\LCN\ISL.06



**Scheme Code:** BS\06\LCN\ISL.06



**Scheme Code:** BS\06\LCN\ISL.06



**Scheme Code:**

BS\06\LCN\ISL.06

**Link Number:** 106

**Location:** Sussex Way Bridge and Hatchard Road

**Description:** Sussex Way Bridge traffic free railway crossing up-grade including surface upgrade, cycle gaps, segregation with kerbs and streetscape improvements. Also provision of a cycle friendly give-way priority traffic calming feature on Hatchard Road.

**Cost:** £81,900 **Length:** 0.49km



**Scheme Code:** BS\06\LCN\ISL.05  
**Link Number:** 109  
**Location:** Cloudesley Place j/w Cloudesley Road and Upper Street to Colebrooke Row  
**Description:** Implementation of upgraded cycle gaps and emergency services access through road closure on Cloudesley Road. Feasibility study to consider route alignment options in the vicinity of Charlton Place to overcome a section of narrow one-way street.  
**Cost:** £49,600

**Scheme Code:** BS\06\LCN\ISL.02  
**Link Number:** 108  
**Location:** Holloway Rd to Rock Street  
**Description:** Feasibility study started to consider CRISP recommendations and high risk infrastructure barrier at Finsbury Park Station.  
**Cost:** £11,000



**Scheme Code:** BS\06\LCN\ISL.04  
**Link Number:** 114, 248  
**Location:** Entire length of both Links  
**Description:** Implementation of signing and cycle logo markings on the road to improve clarity of route for cycle users.  
**Cost:** £18,000

**Scheme Code:** BS\06\LCN\ISL.08  
**Link Number:** 112  
**CRIM Undertaken:** 11/09/2006  
**Final CRISP Report:** 04/12/2007  
**Cost:** £2,000 **Length:** 0.50km

**Scheme Code:** BS\06\LCN\ISL.07  
**Link Number:** 106  
**CRIM Undertaken:** 03/05/2007  
**Final CRISP Report:** Not Complete  
**Cost:** £7,000 **Length:** 2.41km

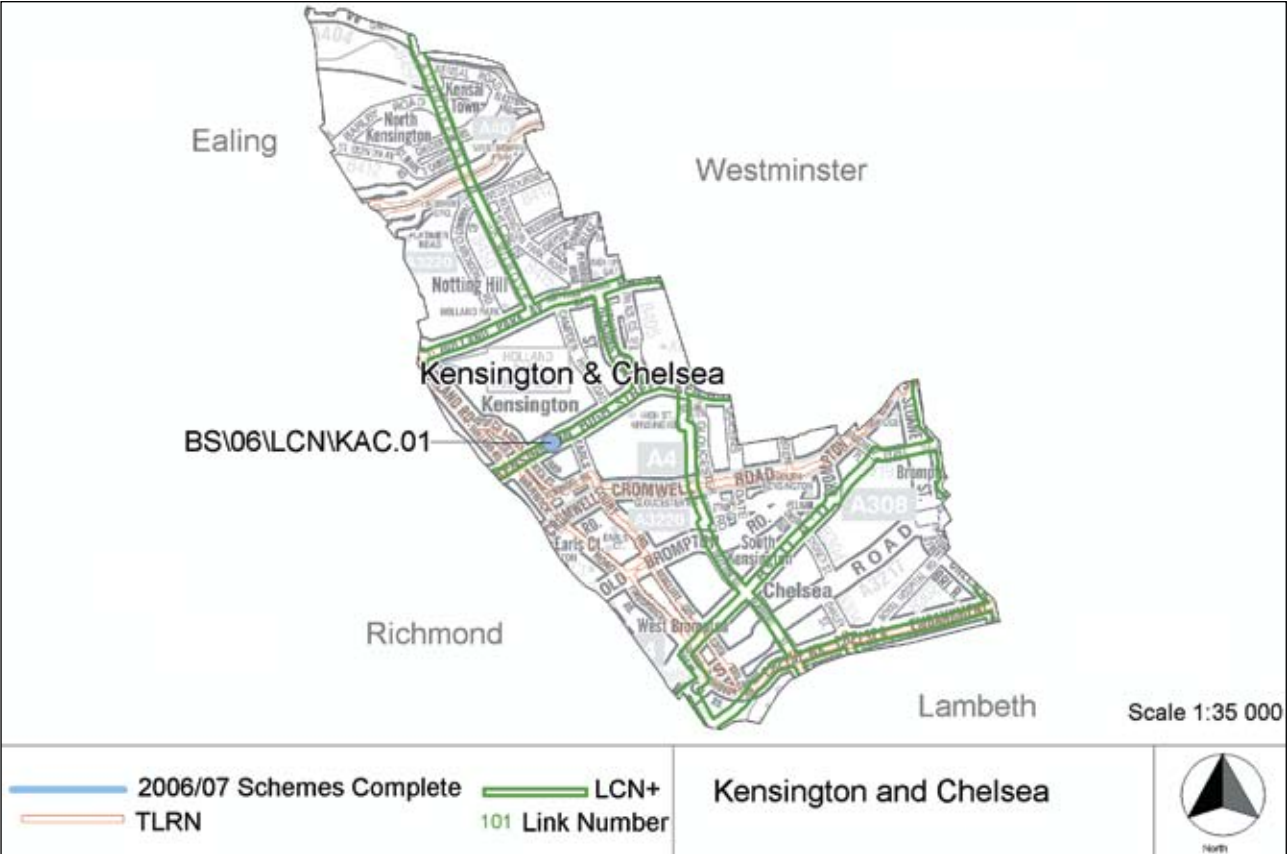
**Scheme Code:** BS\06\LCN\ISL.09  
**Link Number:** 115  
**Location:** Entire length of Link  
**Description:** Nominal collation of existing traffic and cycle flow data in preparation for CRISP study which was subsequently deferred to 2007/08.  
**Cost:** £575

# Kensington and Chelsea



The Royal Borough does not have a dedicated cycle officer. The Council's Traffic and Transportation Policy division considers the needs of cyclists, with other road users as part of the development of every scheme drawing upon consultant engineering support as necessary. The Royal Borough is keen to promote cycling as a healthy and environmentally friendly mode of transport. To this end we give 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. We provide free cycle training to national standards for children and adults who live in the Royal Borough. Also, we have almost 2000 on-street cycle parking spaces and continue to increase this number. All these measures have helped to encourage cycling and we are keen to provide for the growing numbers of cyclists on the road. We are cur-

rently reviewing our cycling policies in liaison with local and national cycling groups to develop an action plan to improve cycle access on a borough wide basis. All parts of the LCN+ are now established in the Royal Borough. Work on reviewing these routes to see if they can be further improved is to start in 2007/08. We currently carry out annual surveys to monitor cycling levels at key points on the LCN+ and monitor cyclist casualties. This has shown that cycle flows have increased with no corresponding increase in serious casualties. For example Kensington High Street, renowned for its streetscape improvement scheme which has eliminated street clutter, carries nearly 3000 cyclists a day and its cycling accident rate relative to cycle flow makes it one of the safest sections of the LCN+ in the Royal Borough. Consultation with local cycle groups has also provided useful feed back on cycling facilities.



**Scheme Code:** BS\06\LCN\KAC.01

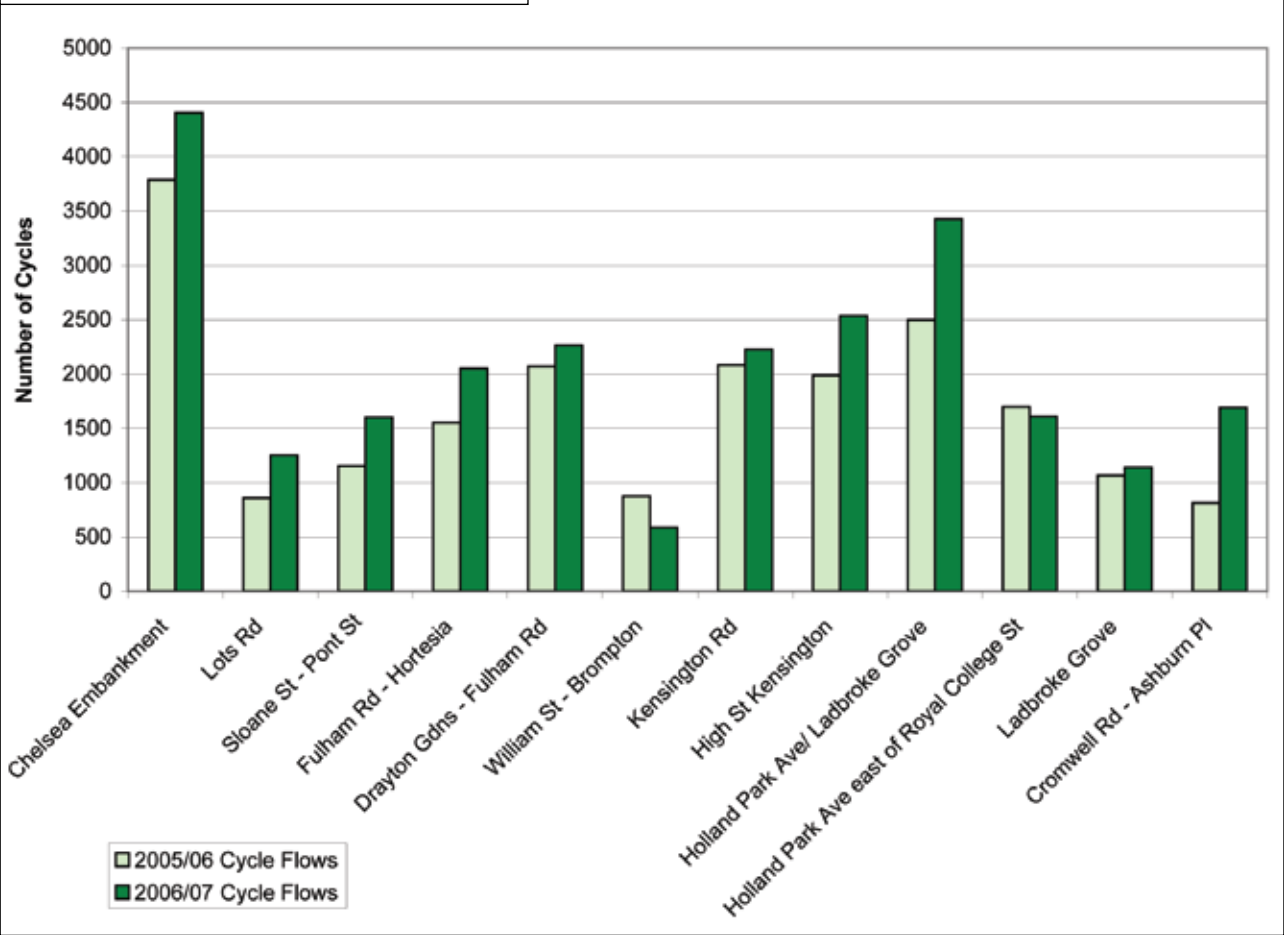
**Link Number:** 116, 117, 118, 119, 120

**Location:** All Links on LCN+ in the Royal Borough of Kensington and Chelsea

**Description:** Monitoring usage on LCN+. Manual classified traffic counts including cyclists at various locations on the LCN+ in the Royal Borough of Kensington and Chelsea.

**Cost:** £6,650.00

**Scheme Code:** BS\06\LCN\KAC.01



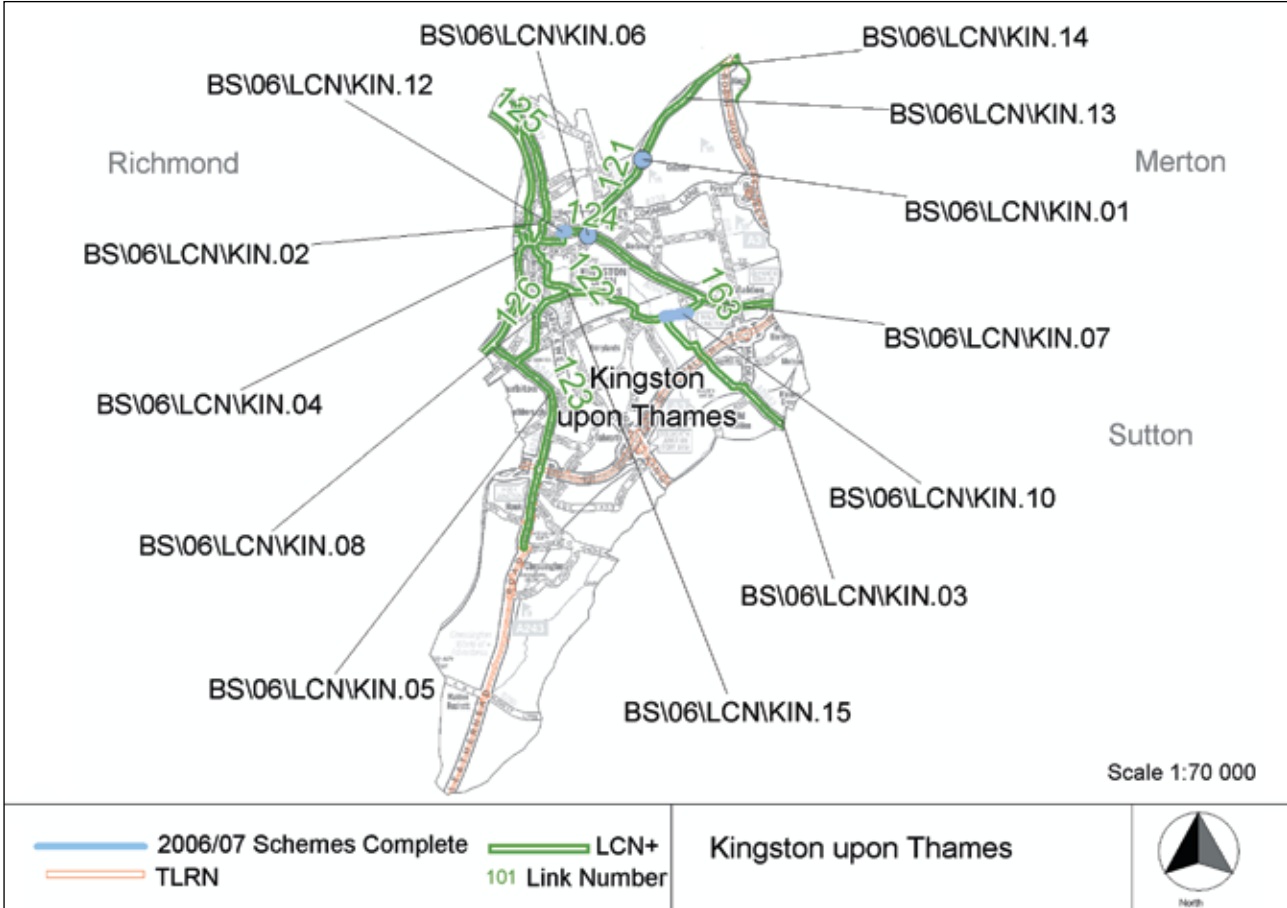
# Kingston upon Thames

Borough Officers: **John Martin** and **Robert Parsey**



Rob Parsey, Cycling Officer, and John Martin, Sustainable Transport Manager, in the Sustainable Transport Unit in the Royal Borough of Kingston upon Thames (RBK) are responsible for the delivery of the LCN+. Schemes are designed in conjunction with other RBK design officers and engineers and implemented with term contractors. The completion of the LCN+ is well advanced in the Borough. Future works will concentrate

on upgrading existing infrastructure, and the provision of secure off-street parking. It is important to engage Member partnership in developing solutions to complete “missing links” in the overall network. A major project in 2006/7 was contributing towards the K+20 Kingston Town Centre Area Action Plan and identifying the future needs for providing continuous routes to and through Kingston Town Centre. Annual Borough cycle counts show an upward trend in cycling due to both infrastructure improvements and “soft” travel awareness and training provision. The Kingston Cycling Campaign continues to take an active and positive role in the delivery of the cycle network through regular liaison meetings with Council Officers and attending the Borough’s Neighbourhood Committee meetings.



**Scheme Code:** BS\06\LCN\KIN.02



**Scheme Code:**

BS\06\LCN\KIN.02

**Link Number:** 122

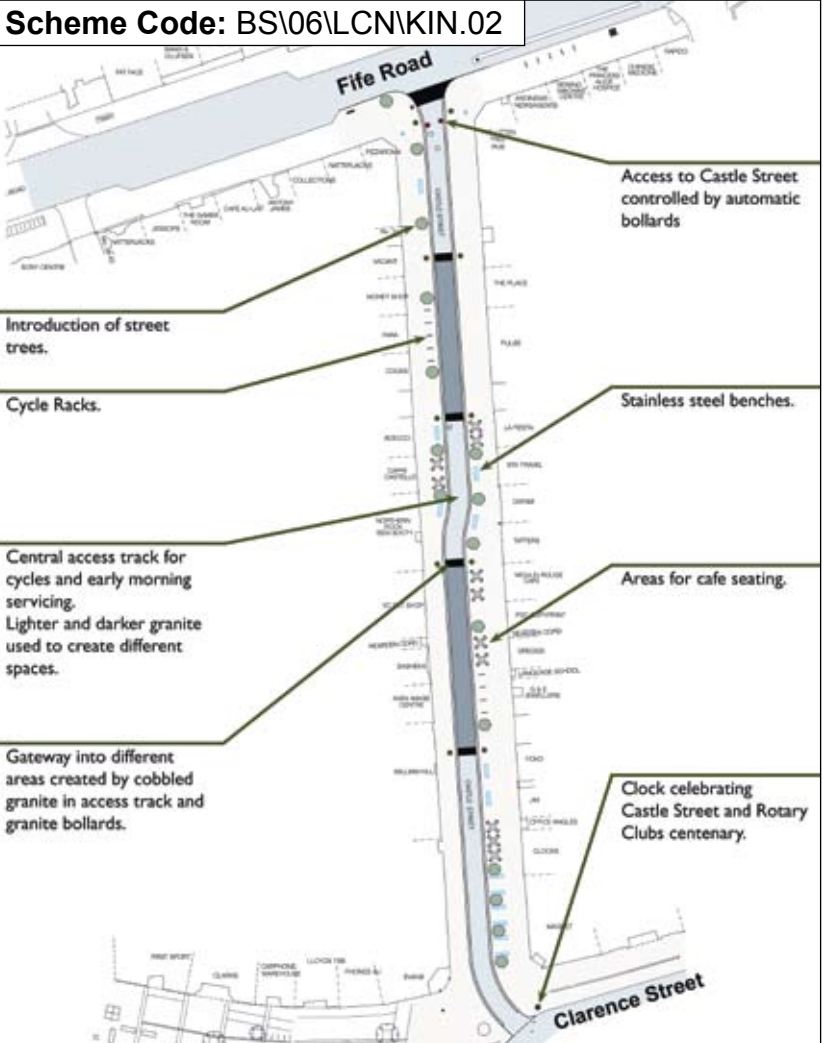
**Location:** Castle Street, Fife Road and Dolphin Street, Villiers Road j/w Lingfield Avenue

**Description:** Introduction of vehicle restricted area and streetscape improvements with unrestricted access for bicycles. Design of contra-flow cycle lane to improve continuity in Kingston Town Centre. Design of improvements to existing mini-roundabout.

**Cost:** £110,000

**Length:** 0.36km

**Scheme Code:** BS\06\LCN\KIN.02





**Scheme Code:** BS\06\LCN\KIN.12

**Scheme Code:** BS\06\LCN\KIN.12  
**Link Number:** 121, 122, 124  
**Location:** A308 London Road j/w A308 Queen Elizabeth Road  
**Description:** Modernisation of existing parallel crossings with realignment of cycle and pedestrian approaches to better fit desire lines.  
**Cost:** £53,000 **Length:** 0.09km

**Scheme Code:** BS\06\LCN\KIN.08  
**Link Number:** 126  
**Location:** B3363 Claremont Road j/w Adelaide Road and Avenue Elmers j/w Maple Road  
**Description:** Design of junction entry treatments. Implementation is planned for 2007/08.  
**Cost:** £15,000 **Length:** 0.70km

**Scheme Code:** BS\06\LCN\KIN.15  
**Link Number:** 123  
**Location:** Skerne Walk  
**Description:** Completion of 2005/06 cycle and pedestrian scheme to provide motor traffic free corridor into Kingston Town Centre.  
**Cost:** £50,000 **Length:** 0.22km

**Scheme Code:** BS\06\LCN\KIN.05  
**Link Number:** 123  
**Location:** A307 Portsmouth Road j/w A243 Brighton Road, A243 Upper Brighton Road j/w Walpole Road and Lovelace Road  
**Description:** Contribution to cycling facilities as part of a Local Safety Scheme, implementation planned for 2007/08. Design of Toucan Crossing and approach routes, implementation planned for 2007/08.  
**Cost:** £20,000 **Length:** 0.17km



**Scheme Code:** BS\06\LCN\KIN.10

**CRISP:** BS\06\LCN\KIN.06  
**Link Number:** 124  
**CRIM Undertaken:** 03/08/2006  
**Final CRISP Report:** 29/01/2007  
**Cost:** £12,150 **Length:** 3.83km

**Scheme Code:** BS\06\LCN\KIN.03  
**Link Number:** 122  
**Location:** A2043 Malden Road, Plough Parade to Old Malden  
**Description:** Feasibility design to provide inset parking bays at local shopping parade to keep obstructive on-street parking clear of proposed advisory cycle lanes. Scheme will involve land purchase and implementation is planned for 2007/08.  
**Cost:** £10,000 **Length:** 0.42km

**Scheme Code:** BS\06\LCN\KIN.14  
**Link Number:** 121  
**Location:** A308 Kingston Vale. Vale Parade to Kingston Vale  
**Description:** Feasibility design and trial holes to provide inset parking bays at shopping parade to keep obstructive on-street parking clear of existing advisory cycle lane. Implementation planned for 2007/08.  
**Cost:** £5,000 **Length:** 0.02km\*

**Scheme Code:** BS\06\LCN\KIN.10  
**Link Number:** 122, 123, 126, 163  
**Location:** Green Lane j/w Windsor Avenue  
**Description:** Introduction of improvements for cyclists and pedestrians at entrance / exit to segregated shared path.  
**Cost:** £10,000 **Length:** 0.09km

**CRISP:** BS\06\LCN\KIN.01  
**Link Number:** 121  
**CRIM Undertaken:** 28/07/2006  
**Final CRISP Report:** 26/01/2007  
**Cost:** £11,700 **Length:** 4.03km

**Scheme Code:** BS\06\LCN\KIN.04  
**Link Number:** 122, 123 Spur  
**Location:** A307 High Street j/w Kingston Hall Road  
**Description:** Feasibility design for roundabout improvements and spur to Kingston College. Implementation is planned for 2007/08.  
**Cost:** £10,000 **Length:** 0.02km\*

**Scheme Code:** BS\06\LCN\KIN.07  
**Link Number:** 121, 124  
**Location:** A2043 Kingston Road between California Road and B282 Burlington Road  
**Description:** Feasibility design of improvements to existing advisory cycle lanes to keep them clear of obstructive on-street parking outside peak hours.  
**Cost:** £6,000 **Length:** 0.74km

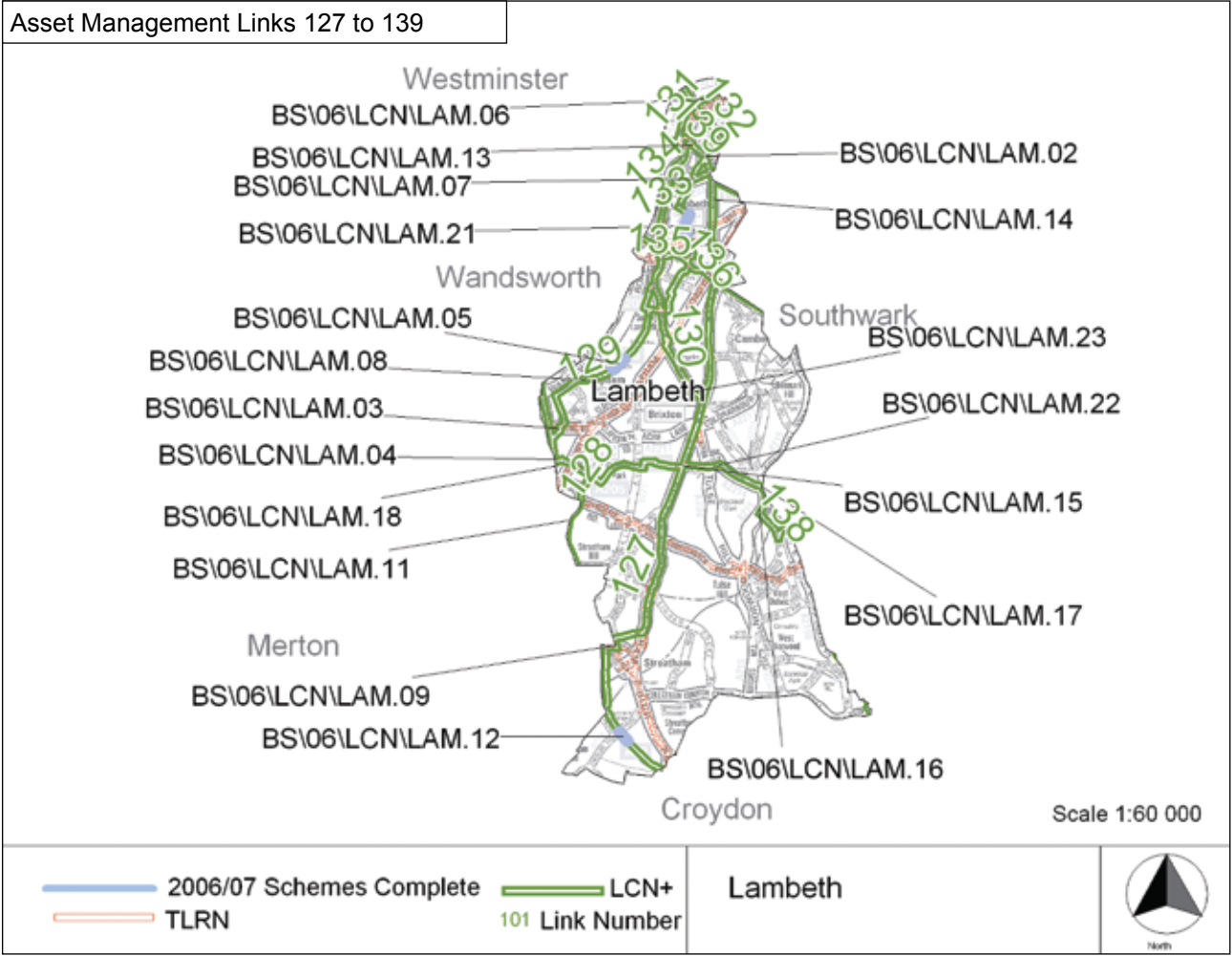
Lambeth

Borough Officer: **Richard Ambler**



I am based in the Transport Planning and Strategy team. This allows me to place cycling at the heart of policy, which then informs and directs the delivery of infrastructure. My role has developed into that of a cycling development manager, overseeing and bringing together all aspects of cycling from cycle training to delivering schemes on the LCN+. This means I have been able to develop a policy of synergy between National Standards cycle training techniques and infrastructure design.

In Lambeth there is a consensus between officers and management, councillors and user groups in favour of cycling as well as cross-party political support. The only drawback has been a lack of resources for delivery. Recognising this, senior management authorised the employment of four project engineers and a consultation officer, who report to me and are dedicated to implementing the LCN+. We find this is cheaper and more efficient than using consultants and with this team now in place we are looking forward to a successful year for LCN+ delivery in 2007/08.



**Scheme Code:** BS\06\LCN\LAM.21  
**Link Number:** 129  
**Location:** Vauxhall Street North  
**Description:** Revert one-way street to two-way working with associated traffic calming, imprint paving surfacing and cycle gaps to provide priority for cycle users through a pinch point.  
**Cost:** £101,800 **Length:** 0.34km



**Scheme Code:** BS\06\LCN\LAM.20  
**Link Number:** 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139  
**Description:** Asset management works focussed on surface condition improvements.  
**Cost:** £232,000 **Length:** 19.3km

**Scheme Code:** BS\06\LCN\LAM.14**Scheme Code:**

BS\06\LCN\LAM.22

**Link Number:** 128**Location:** Brixton Water Lane

**Description:** Feasibility to provide a cycle contra-flow on Brixton Water Lane to provide improved route alignment and safe cycle access to and from Brockwell Park. Includes a proposal for a raised junction table at park entrance.

**Cost:** £20,010 **Length:** 0.19km**Scheme Code:** BS\06\LCN\LAM.14**Link Number:** 127

**Location:** Kennington Road j/w Brook Drive and Kennington Road between Lambeth Road and Kennington Lane

**Description:** Raised entry treatment, kerb build-out and removal of guardrails to improve safety for cyclists and pedestrians at Brook Drive. Central traffic island to provide a refuge for cyclists to make a safer right turn. Design bus lane extension and widening.

**Cost:** £60,000**Scheme Code:** BS\06\LCN\LAM.02**Link Number:** 129, 139

**Location:** Bayliss Road j/w Westminster Bridge Road and Hercules Road

**Description:** Feasibility, modelling and outline design to address a complex junction. Proposals include ASLs on all arms of junction, right turn central reservoir for cyclists and possible road closure of Hercules Road except for cycles.

**Cost:** £20,000 **Length:** 0.09km**Scheme Code:** BS\06\LCN\LAM.05**Scheme Code:** BS\06\LCN\LAM.05**Link Number:** 128

**Location:** Larkhall Rise and Larkhall Lane between Albion Avenue and Priory Grove

**Description:** Upgrades to ASLs at junction with Union Road, surface improvements and widening advisory cycle lanes to improve comfort and safety for cycle users. Also streetscene improvements, including use of imprint paving.

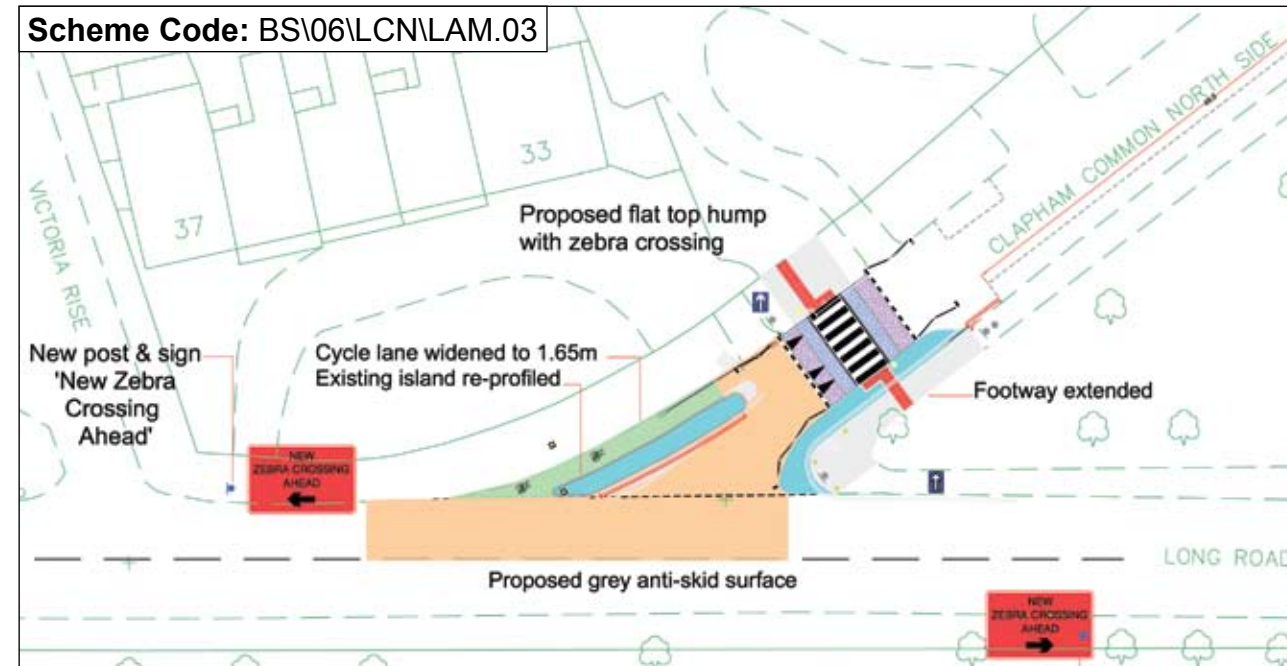
**Cost:** £56,000 **Length:** 0.24km**Scheme Code:** BS\06\LCN\LAM.12**Scheme Code:**

BS\06\LCN\LAM.12

**Link Number:** 127, 137

**Location:** Ellison Rd between Greyhound Lane and Kempshott Road

**Description:** Upgrade the existing cycle contra-flow as a part of the bus scheme at the junction of Greyhound Lane. Includes new ASL at junction and kerb build-outs.

**Cost:** £14,000 **Length:** 0.09km**Scheme Code:** BS\06\LCN\LAM.03**Scheme Code:** BS\06\LCN\LAM.15**Link Number:** 127, 128

**Location:** Brixton Water Lane j/w Brixton Hill and Josephine Avenue

**Description:** Outline design to provide a cycle crossing of A23 Brixton Hill. Includes road closure of Josephine Avenue with exception of cycle users and pedestrians.

**Cost:** £20,000 **Length:** 0.08km**Scheme Code:** BS\06\LCN\LAM.03**Link Number:** 129

**Location:** Clapham Common Northside between Long Road and The Chase

**Description:** Design upgrades at Long Road junction to widen existing cycle gap as part of local safety scheme. Design junction with The Chase, including a build-out and raised table to improve crossing for pedestrians and cycle users to connect with Clapham Common.

**Cost:** £10,000 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\LAM.08  
**Link Number:** 129  
**Location:** Turret Grove j/w Rectory Road, Broadhinton Road j/w Lambourn Road and Hannington Road  
**Description:** Design improvements to the existing point no-entry at Turret Grove junction with Rectory Road. Proposals to reverse junction give way markings at Broadhinton Road j/w Lambourn Road j/w Hannington Road will improve priority in favour of cycle route.  
**Cost:** £10,000 **Length:** 0.07km

**Scheme Code:** BS\06\LCN\LAM.07  
**Link Number:** 129  
**Location:** Hercules Road j/w Lambeth Road  
**Description:** Upgrade markings and coloured surfacing across junction to improve access to the existing two-way cycle track on Lambeth Road from the existing ASL on Hercules Road.  
**Cost:** £5,000 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\LAM.11  
**Link Number:** 137  
**Location:** Cavendish Road between Tooting Bec Common and Atkins Road  
**Description:** Design and preparation of consultation for traffic calming measures along Cavendish Road. The scheme will provide improved safety for cyclists between Tooting Bec and Clapham Common. Also improves conditions for safe route to schools in the area.  
**Cost:** £5,000 **Length:** 1.09km

**Scheme Code:** BS\06\LCN\LAM.17  
**Link Number:** 128  
**Location:** Railton Road j/w Dulwich Road and Half Moon Lane  
**Description:** Outline design and initial consultation as part of a jointly funded scheme to provide measures for pedestrians and cycle users including a toucan crossing between Herne Hill station and Brockwell Park, ASLs, and a raised table on left slip lane.  
**Cost:** £6,114 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\LAM.16  
**Link Number:** 138  
**Location:** Norwood Road between Croxted Road and Brockwell Park Gardens  
**Description:** Design of wide cycle lanes, cycle logos markings and junction improvements including ASLs. Provides improved access to Brockwell Park, schools and also towards Herne Hill railway station.  
**Cost:** £6,000 **Length:** 0.52km

**Scheme Code:** BS\06\LCN\LAM.23  
**Link Number:** 130  
**Location:** Stockwell Avenue  
**Description:** Outline design options to provide contra-flow facility and cycle access through road closure and associated kerb build-outs. Proposals will provide a direct cycle route alignment and connect with Brixton.  
**Cost:** £4,000 **Length:** 0.02km

**Scheme Code:** BS\06\LCN\LAM.04  
**Link Number:** 129  
**Location:** Clapham Common between Long Road and Windmill Drive  
**Description:** Initial design and consultation to improve access to existing cycle track on Clapham Common.  
**Cost:** £5,000

**Scheme Code:** BS\06\LCN\LAM.18  
**Link Number:** 128  
**Location:** Windmill Drive by access to Clapham Common  
**Description:** Initial feasibility study to consider possibilities of providing cycle facilities in Windmill Drive to tie into the segregated cycle tracks in Clapham Common.  
**Cost:** £2,000 **Length:** 0.24km

**Scheme Code:** BS\06\LCN\LAM.06  
**Link Number:** 129, 131  
**Location:** Entire Link  
**Description:** Initial feasibility to create a placard at the start of the LCN+ route on the South Bank. The placard will show the cycle route and all the points of interest along the route.  
**Cost:** £600 **Length:** 0.03km

**CRISP:** BS\06\LCN\LAM.13  
**Link Number:** 131, 132, 133, 139, 238  
**Description:** CRISP Study initiated in 2006/07, study to be undertaken in 2007/08.  
**Cost:** £3,000 **Length:** 4.49km

**Scheme Code:** BS\06\LCN\LAM.09  
**Link Number:** 127, 137  
**Location:** Garrards Road between Abbotswood Road and Tooting Bec Gardens  
**Description:** Traffic surveys to identify preferred option to improve conditions for cycling. Possible traffic calming and kerb build-outs to reduce traffic speeds and improve safety for both pedestrians and cycle users or wide cycle lanes.  
**Cost:** £3,000 **Length:** 0.16km

# Lewisham

Borough Officer: **Carole Crankshaw** and **Peter Stunnell**



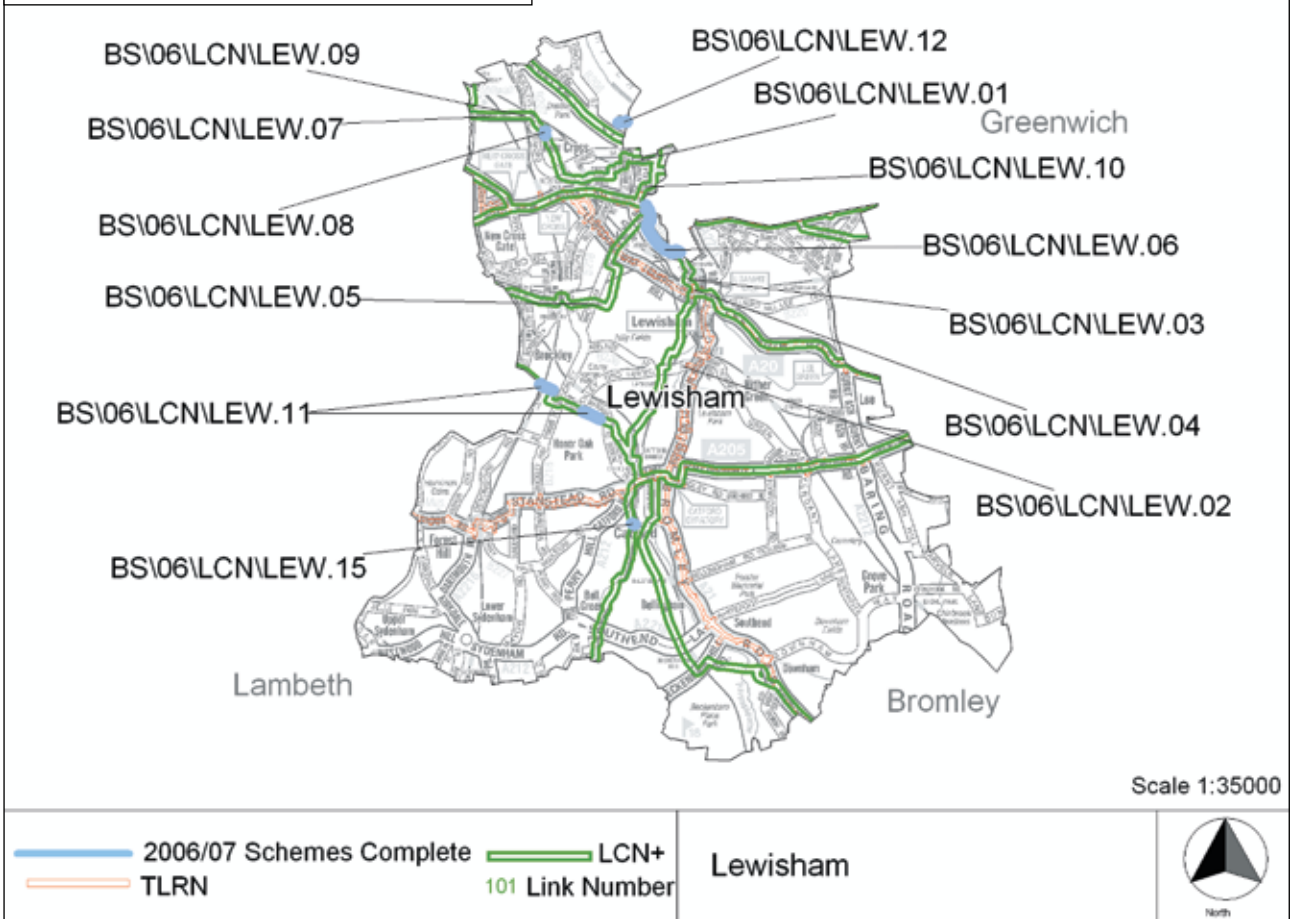
I am situated within the Transport & Policy Department working with the Traffic Engineering Department and the Highways Department of Lewisham. We employ external consultants to undertake feasibility studies and design work then we forward the LCN+ schemes to our internal departments for detailed design and commission our term contractors to undertake the works.

The main issue for delivery of cycling fa-

cilities in 2006/07 has been the number of LCN+ schemes we are trying to deliver. We plan to add additional resources, to oversee the progress of LCN+ schemes in future years so we can fully utilise our allocation and complete the LCN+ on time.

We have completed CRISP studies on all our LCN+ Links. Several completed schemes from 2006/07 have significantly improved safety and comfort for cyclists with the removal of cycle barriers at several locations. I have received positive feedback from members of the public including in one instance a disabled boy with a tricycle who is now able to access Brookmill Park.

Asset Management Links 140, 141, 144



Scheme Code: BS\06\LCN\LEW.11



Scheme Code: BS\06\LCN\LEW.11



**Scheme Code:** BS\06\LCN\LEW.11  
**Link Number:** 141  
**Location:** Eddystone Bridge, Crofton Park crossing between Sevenoaks Rd j/w Ewhurst Road, Brockley Rd crossing between Sevenoaks Road and Bartram Road  
**Description:** Eddystone Bridge two-way cycle track and removal of cycle barriers as part of traffic free section of route. Crofton Park junction upgrade as part of 20mph scheme removal of cycle barriers and two raised tables. Brockley Road design of toucan crossing.  
**Cost:** £126,100 **Length:** 0.34km

**Scheme Code:** BS\06\LCN\LEW.13  
**Link Number:** 140, 141, 144  
**Description:** Asset Management works focussed on surface condition improvements.  
**Cost:** £160,600 **Length:** 6.3km

**Scheme Code:** BS\06\LCN\LEW.12



**Scheme Code:** BS\06\LCN\LEW.12

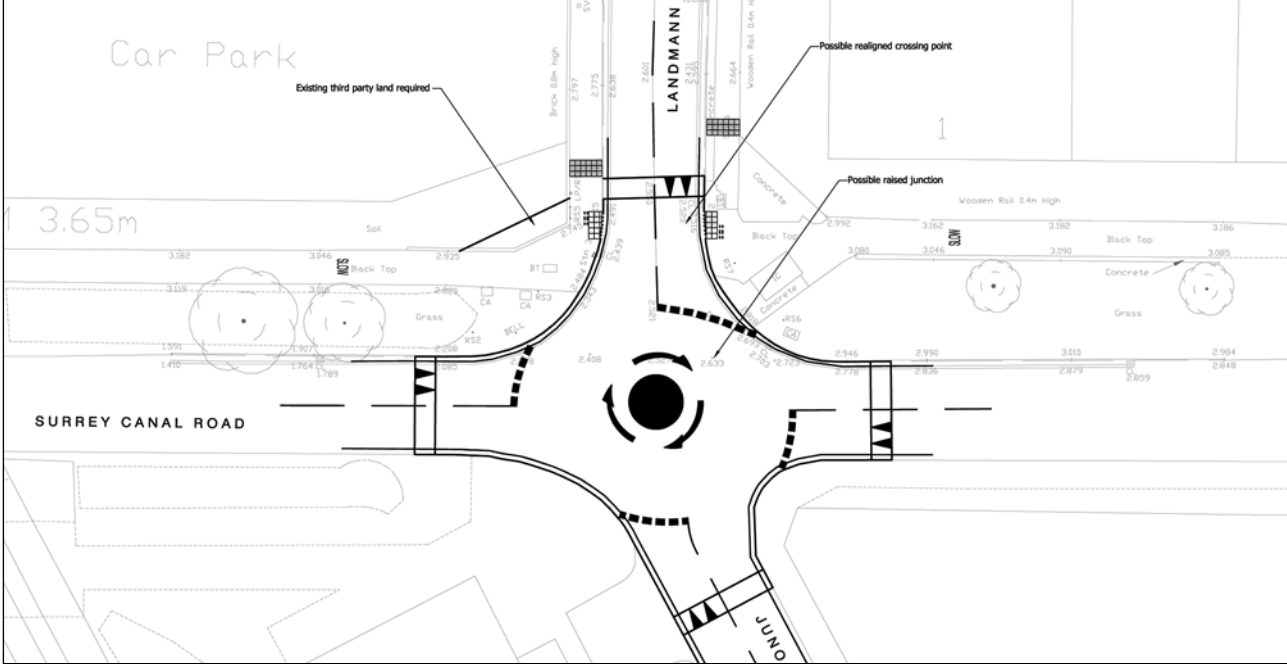
**Link Number:** 146 Spur

**Location:** Prince Street between New King Street and Watergate Street

**Description:** Cycle contra-flow and kerb build-out to provide a more direct access towards Thames Path. Facility improves safety and comfort for cycle users along a short section of one-way street with expected high volume of HGVs as part of the Wharf development.

**Cost:** £47,100 **Length:** 0.27km\*

**Scheme Code:** BS\06\LCN\LEW.07



**Scheme Code:** BS\06\LCN\LEW.07

**Link Number:** 145

**Location:** Surrey Canal Road

**Description:** Outline design to provide junction upgrade to Landmann Way crossing, two side road raised tables, wider central traffic island for access to local cycle route towards station and upgrade signing.

**Cost:** £5,900 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\LEW.03

**Link Number:** 143

**Location:** Jerrard Street j/w Thurston Road

**Description:** Lighting upgrades beneath railway arch connecting to Ravensbourne Riverside path. Outline design and consultation of junction improvements including kerb build-out, change of priority in favour of cycle route and possible raised table crossing.

**Cost:** £15,000 **Length:** 0.08km

**Scheme Code:** BS\06\LCN\LEW.09



**Scheme Code:**

BS\06\LCN\LEW.09

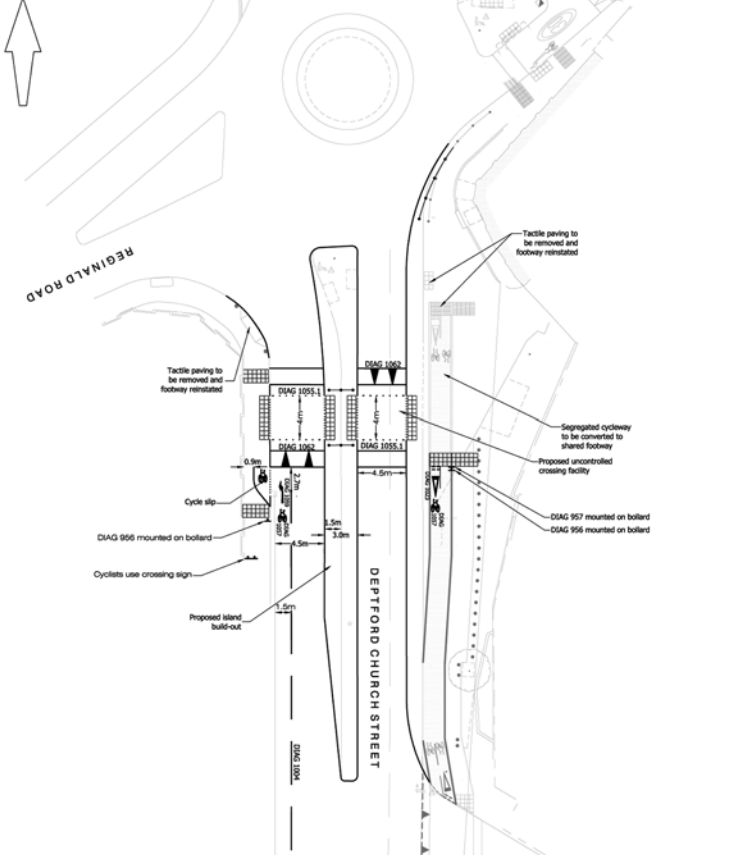
**Link Number:** 145

**Location:** Trundleys Road crossing between Surrey Canal Road and Folkestone Gardens

**Description:** Outline design to provide a new toucan crossing. This will provide a safer crossing between two existing sections of traffic free route.

**Cost:** £5,000 **Length:** 0.08km

**Scheme Code:** BS\06\LCN\LEW.10



**Scheme Code:**

BS\06\LCN\LEW.10

**Link Number:** 144, 275

**Location:** Deptford Church St j/w Creekside

**Description:** Outline design to provide improved access to existing two-way cycle track on National Cycle Network. Scheme will allow cycle users to bypass roundabout and reduce traffic speeds to improve safety for both pedestrians and cycle users.

**Cost:** £4,500 **Length:** 0.03km

**Scheme Code:** BS\06\LCN\LEW.08**Scheme Code:** BS\06\LCN\LEW.08**Link Number:** 145**Location:** Rolt Street crossing between Folkestone Gardens and Woodpecker Road**Description:** Raised table crossing with kerb build-outs and removal of cycle barrier entry to park. The benefits of the scheme include improved streetscene, provision of a safe crossing and reduced traffic speeds.**Cost:** £55,000 **Length:** 0.05km**Scheme Code:** BS\06\LCN\LEW.01**Scheme Code:** BS\06\LCN\LEW.02**Link Number:** 140**Location:** Wearside Depot along Ravensbourne River**Description:** Liaison and design of cycle and pedestrian cantilever bridge to connect traffic free between Wearside Depot towards Lewisham Town Centre.**Cost:** £4,100 **Length:** 0.48km**Scheme Code:** BS\06\LCN\LEW.01**Link Number:** 145**Location:** Deptford Church Street crossing between Bronze St and Coffey Street**Description:** Design and consultation of new toucan crossing and associated realignment of kerb, two side road raised table entry treatments and shared areas. Improve safety of crossing for cycle users and for route to nearby secondary school.**Cost:** £4,000 **Length:** 0.03km**Scheme Code:** BS\06\LCN\LEW.06**Scheme Code:** BS\06\LCN\LEW.06**Link Number:** 143**Location:** Brookmill Park between Deptford Bridge DLR and Elversham Road DLR**Description:** Brookmill Park upgrades include removing cycle barriers, upgrade section of cycle track surface, signing and tactile paving. Improves comfort and continuity of cycle route through traffic section of route.**Cost:** £21,200 **Length:** 0.68km**Scheme Code:** BS\06\LCN\LEW.15**Scheme Code:** BS\06\LCN\LEW.15**Link Number:** 140**Location:** Pool River Bridge, south of Catford Road**Description:** Shared cycle and pedestrian bridge crossing of Pool River as part of the National Cycle Network.**Cost:** £5,000 **Length:** 0.03km**Scheme Code:** BS\06\LCN\LEW.05**Link Number:** 144**CRIM Undertaken:** 04/05/2006**Final CRISP Report:** 08/02/2006**Cost:** £10,940 **Length:** 2.78km**Scheme Code:** BS\06\LCN\LEW.04**Link Number:** 143 Spur**Location:** Spur to Lewisham Station**Description:** Initial feasibility to identify options to improve access to and from transport interchange and to incorporate measures into Lewisham Gateway development future proposals.**Cost:** £1,900 **Length:** 0.20km\*

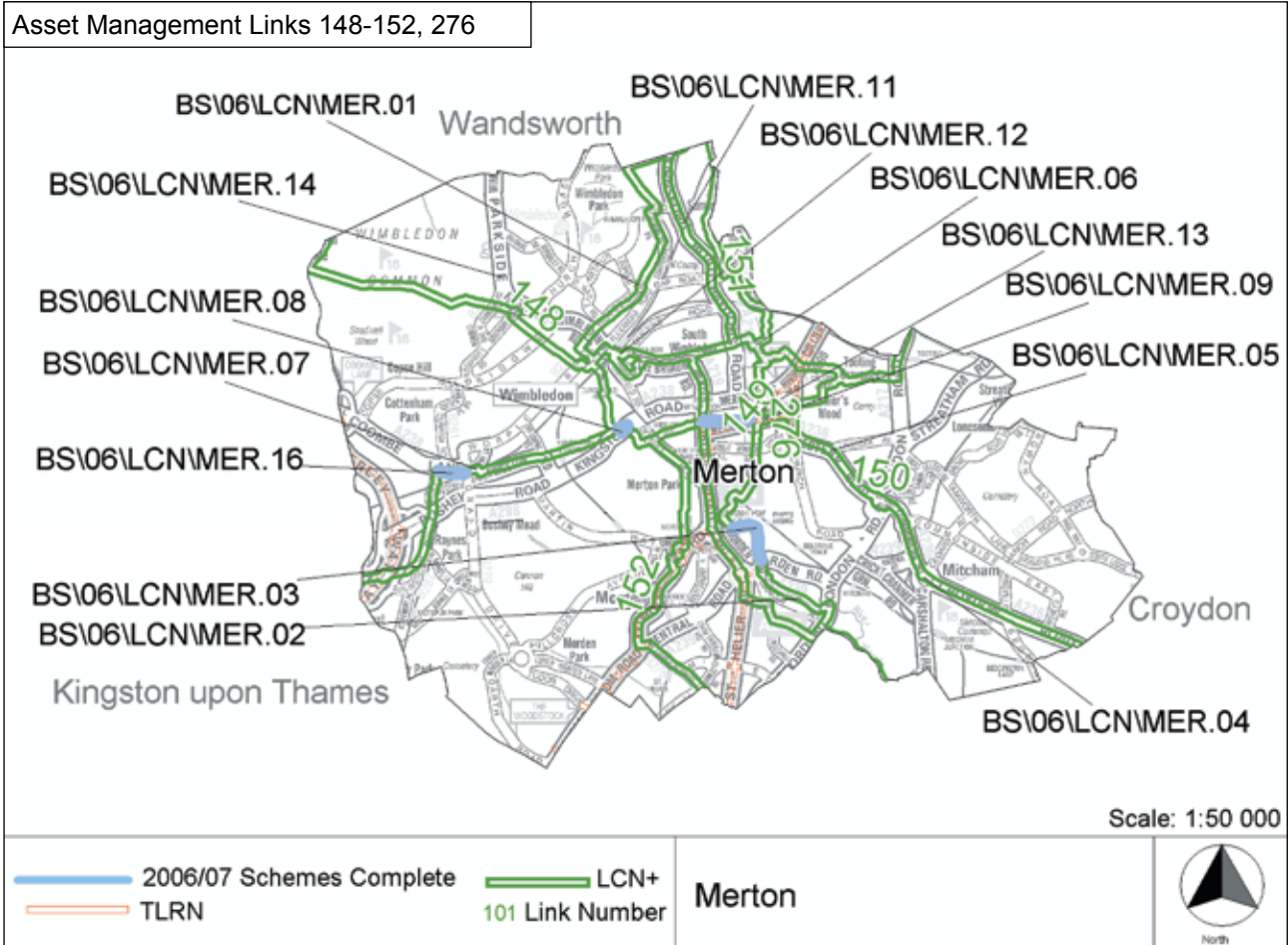
# Merton

Borough Officer: **Pete Thomas**



The Merton Council Traffic and Parking section sits in the Environment and Re-generation Department. For the LCN+ programme, an engineer is employed part time to fulfil the programme management and the bulk of project management responsibilities. Merton employs external consultants to design the majority of its schemes whilst progressing the implementation of schemes with term contractors. The main issue for the delivery of cycling facilities in 2006/07 has been the difficulty in resourcing the programme within the existing staff complement. This has been partly overcome by the appoint-

ment of a temporary member of staff with previous knowledge of the borough's cycle network. In addition, support has increasingly been given from the LCN+ PM team and TfL to help and advise with key elements of delivery. The realignment of Kingston Road kerb line and associated footway widening on Link 149 near Church Lane has enabled a key missing section of the route to be provided with a safe and convenient continuous link across Kingston Road via a toucan crossing. Journey time savings of around 30 seconds are predicted as a result of these works. Regular meetings throughout the year with our local cycling group, Merton Cycling Campaign, and our traffic and highway engineering representatives have ensured that maximum benefit has been achieved where schemes have been implemented.



**Scheme Code:** BS\06\LCN\MER.15  
**Link Number:** 148, 149, 150, 151, 152, 276  
**Description:** Asset Management works focussed on surface condition improvements.  
**Cost:** £76,115 **Length:** 18km

**Scheme Code:** BS\06\LCN\MER.03  
**Link Number:** 276  
**Location:** Morden Hall Park  
**Description:** Upgrade to shared use path through the park.  
**Cost:** £51,000 **Length:** 0.62km



**Scheme Code:** BS\06\LCN\MER.16  
**Link Number:** 149  
**Location:** Coombe Lane  
**Description:** Upgrades to the existing cycle track.  
**Cost:** £29,500 **Length:** 0.28km



**Scheme Code:** BS\06\LCN\MER.08

**Scheme Code:** BS\06\LCN\MER.07  
**Link Number:** 149  
**Location:** Raynes Park Bridge  
**Description:** Design for the provision of a contra-flow cycle track past Raynes Park station. Design for provision of a toucan crossing. Scheme involves purchasing a section of Network Rail land.  
**Cost:** £51,000 **Length:** 0.27km

**Scheme Code:** BS\06\LCN\MER.11  
**Link Number:** 151  
**Location:** Durnsford Road Railway Bridge  
**Description:** Feasibility for cycle and pedestrian bridge.  
**Cost:** £26,000 **Length:** 0.08km

**Scheme Code:** BS\06\LCN\MER.08  
**Link Number:** 149  
**Location:** Kingston Road j/w Church Road  
**Description:** Kerb realignment and raised entry treatment.  
**Cost:** £25,102 **Length:** 0.15km

**Scheme Code:** BS\06\LCN\MER.04  
**Link Number:** 150  
**Location:** Croydon Road j/w Carshalton Road  
**Description:** Design for the signalisation with cycle facilities such as ASLs, cycle lanes and cycle tracks, of large existing roundabout.  
**Cost:** £12,000 **Length:** 0.11km

**Scheme Code:** BS\06\LCN\MER.14  
**Link Number:** 148  
**Location:** Parkside  
**Description:** Investigation to realign Link 148 along Parkside as cycling through Wimbledon Common is banned. Feasibility design complete for full length cycle lanes along Parkside with horizontal deflection to slow traffic.  
**Cost:** £10,000 **Length:** 1.57km

**Scheme Code:** BS\06\LCN\MER.01  
**Link Number:** 152  
**Location:** Leopold Road  
**Description:** Design of a large raised table at junction to create one surface level and slow traffic speeds.  
**Cost:** £6,696 **Length:** 0.03km

**Scheme Code:** BS\06\LCN\MER.13  
**Link Number:** 149  
**Location:** High Path  
**Description:** Stage 3 Safety Audit for scheme implemented in 2005/06.  
**Cost:** £2,300 **Length:** 0.49km

**Scheme Code:** BS\06\LCN\MER.06  
**Link Number:** 148  
**Location:** North Road, off Garfield Road  
**Description:** Feasibility design complete for the provision of a raised table to slow traffic speeds and provide more continuous surface for turning cyclists at the bottom of a steep hill. Consultation with councillors.  
**Cost:** £2,940 **Length:** 0.07km

**Scheme Code:** BS\06\LCN\MER.02  
**Link Number:** 276  
**Location:** Bishopsford Road to Ravensbury Park  
**Description:** Design of cycle and pedestrian bridge attached to existing Bishopsford Road structure. Also design of toucan crossing to connect to Poulter Park across Bishopsford Road.  
**Cost:** £8,850

**Scheme Code:** BS\06\LCN\MER.12  
**Link Number:** 152  
**Location:** Alt Road to Dundonald Road  
**Description:** Feasibility to provide cycle ramps over footbridge, and widen footpath south of the bridge.  
**Cost:** £2,140 **Length:** 2.10km

**Scheme Code:** BS\06\LCN\MER.09  
**Link Number:** 149  
**Location:** Merton Abbey Mills, Watermill Way  
**Description:** Design of a raised table at the development access.  
**Cost:** £1,914 **Length:** 0.11km

**Scheme Code:** BS\06\LCN\MER.05  
**Link Number:** 150  
**Location:** Western Road j/w Lavender Avenue  
**Description:** Feasibility commissioned to investigate signals and kerb realignments to improve conditions for cyclists.  
**Cost:** £1,870 **Length:** 0.09km

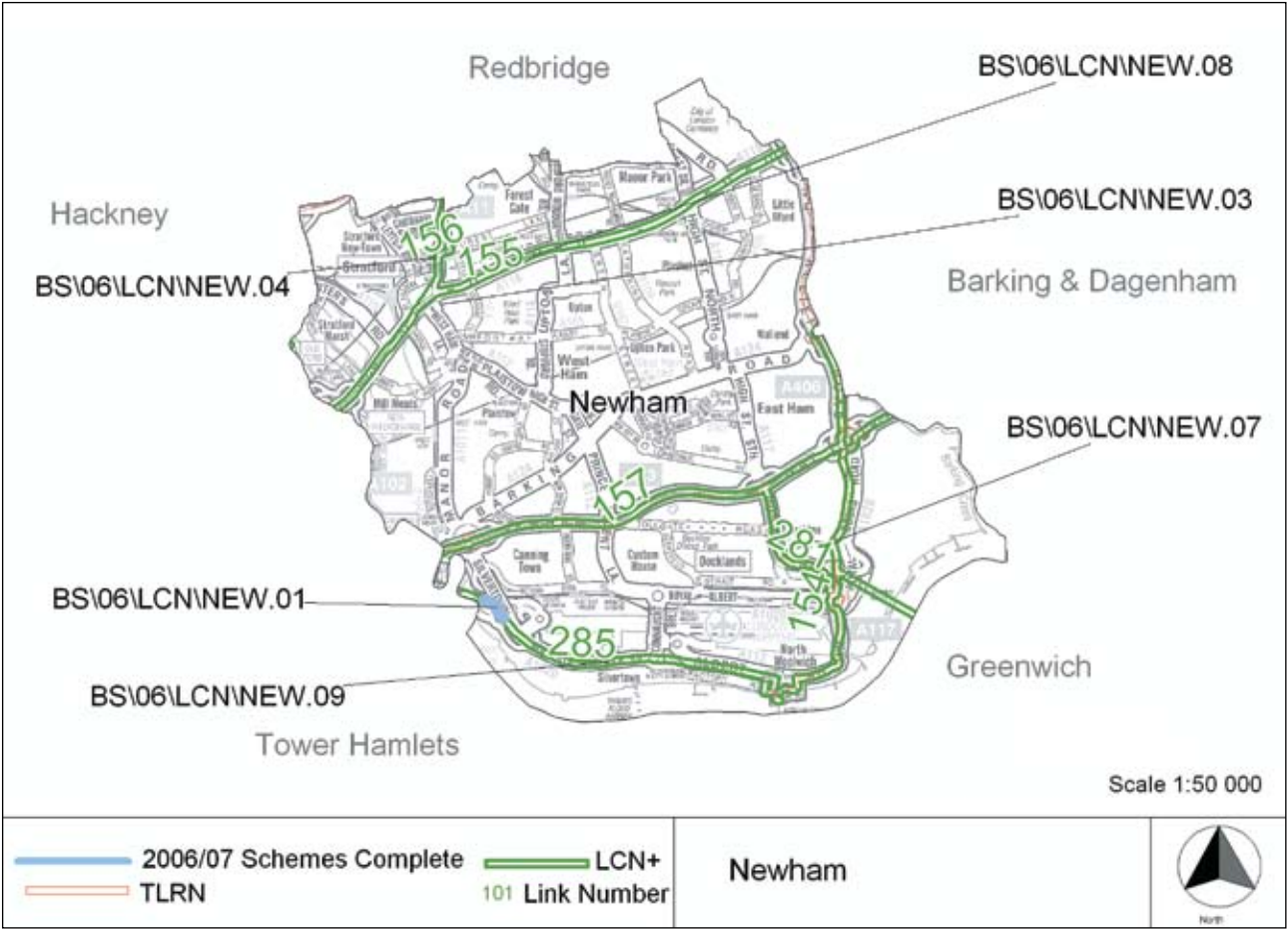
Newham

Borough Officer: Ian Murdoch



I am situated within the Public Realm section at the London Borough of Newham. The CRISP studies within Newham have been carried out in-house apart from one study, which is being carried out by consultants. The feasibility studies and design of schemes on the LCN+ network would generally be carried out in-house, although depending upon the overall programme of new schemes required on the LCN+ we would consider the use of consultants on an ad hoc basis where necessary. Implementation of schemes on the borough road network is carried out by the Council's Highways Team. In 2006/07 we imple-

mented improvements to the cycle and pedestrian facilities at the Lower Lea Crossing roundabout on LCN+ Link 285. These serve to reduce vehicle speeds and increase visibility for cyclists and pedestrians crossing the carriageway. Any new schemes arising from CRISP studies are subject to extensive consultation with stakeholders such as the LCN+ PM team, the local LCC Group (Newham Cyclists) and local members. This ensures that the schemes meet the criteria of providing fast, safe and comfortable facilities for cycling, and are supported by the local community. It is important that the Borough obtains input from stakeholders so that schemes are implemented that are technically sound and of benefit to the cyclists that will use them.



Scheme Code: BS\06\LCN\NEW.01



Scheme Code: BS\06\LCN\NEW.01

Link Number: 285

Location: Lower Lea crossing roundabout  
Description: Implementation of two-way segregated cycle track and kerb realignments on roundabout arms to provide a safer way for cyclists to negotiate the roundabout. Replacement of substandard segregation.

Cost: £111,000 Length: 0.34km

Scheme Code: BS\06\LCN\NEW.01



Scheme Code: BS\06\LCN\NEW.01



Scheme Code: BS\06\LCN\NEW.03

Link Number: N/A

Location: Various locations around the borough

Description: Traffic and cycle counts around the borough to help determine works to link in to the LCN+ network.

Cost: £14,000

CRISP: BS\06\LCN\NEW.09

Link Number: 285

CRIM Undertaken: 20/02/2007

Final CRISP Report: Not Complete

Cost: £8,465 Length: 5.54km

CRISP: BS\06\LCN\NEW.04

Link Number: 155, 156

CRIM Undertaken: 17/05/2007

Final CRISP Report: Not complete

Cost: £7,000 Length: 7.48km

CRISP: BS\06\LCN\NEW.08

Link Number: 155, 156

CRIM Undertaken: 17/05/2007

Final CRISP Report: Not Complete

Cost: £8,500 Length: 7.48km

CRISP: BS\06\LCN\NEW.07

Link Number: 154

CRIM Undertaken: 09/05/2006

Final CRISP Report: Not complete

Cost: £1,465 Length: 6.36km

# Redbridge



Borough Officer: **Jack Redman**

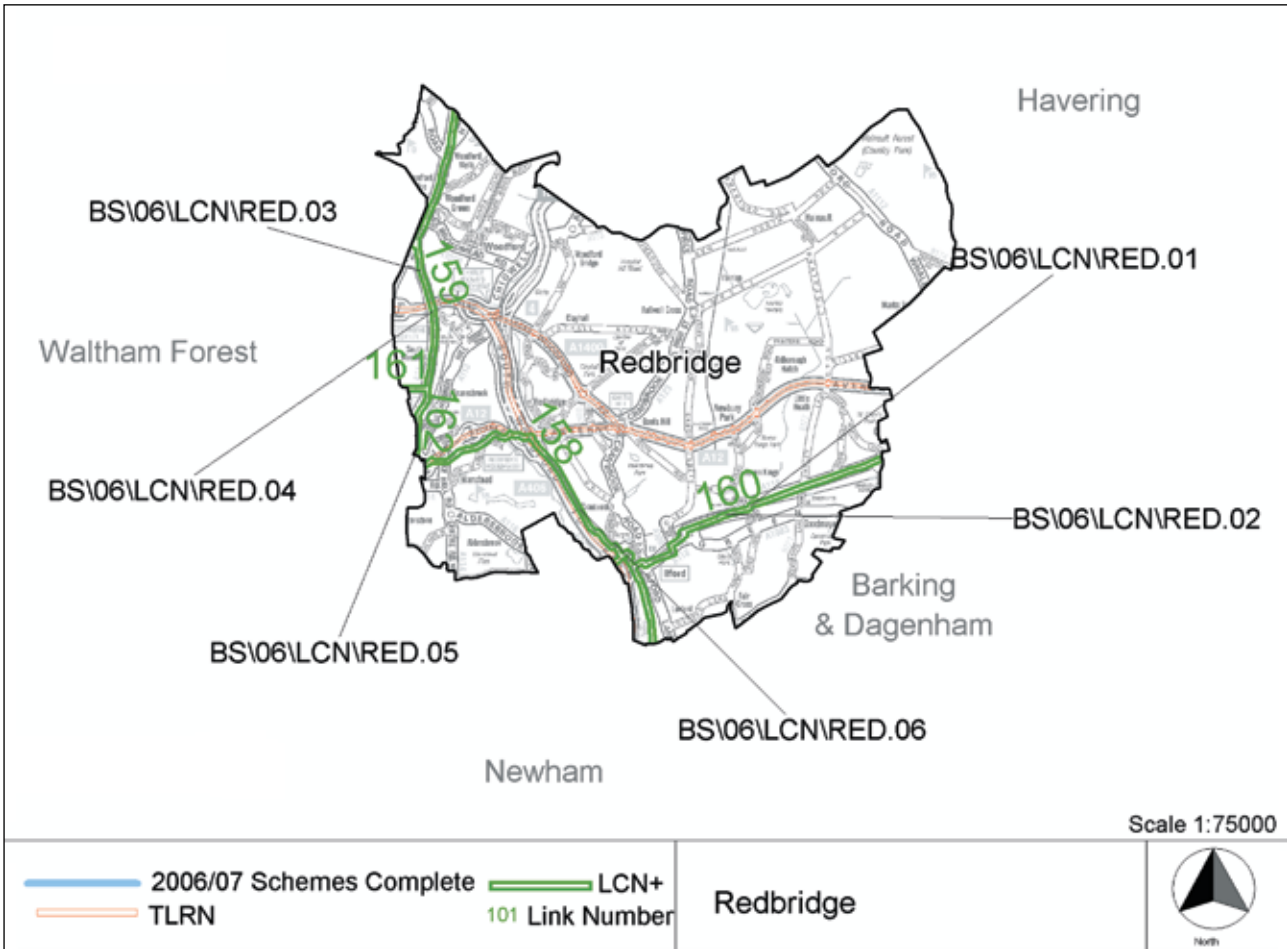


I am a Senior Engineer within the Engineering and Building Services department of the London Borough of Redbridge. Working with the borough's engineering staff and

Through our CRISP studies we have worked in conjunction with TfL (for the TLRN), our own engineers, local cycling groups, external consultants and the LCN+ PM team to identify and design schemes that will provide facilities to fit the LCN+ criteria. The good communication with TfL engineers has allowed us to look at our Links as a whole rather than as separate roads.

external consultants, I coordinate the LCN+ programme in our borough through to implementation.

The main challenge that we have faced has again been the delay in completing signal schemes due resource issues within DTO during 2006/07. This has resulted in two major schemes carrying forward.



**Scheme Code:** BS\06\LCN\RED.04  
**Link Number:** 159  
**Location:** George Lane j/w High Road, South Woodford  
**Description:** Continuation of design and modelling work at junction and structural assessment of bridge.  
**Cost:** £86,704 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\RED.05  
**Link Number:** 162  
**Location:** Hollybush Hill j/w New Wanstead  
**Description:** Design for road widening to accommodate wider feeder lane on the southbound approach to the junction.  
**Cost:** £13,935 **Length:** 0.10km

**CRISP:** BS\06\LCN\RED.06  
**Link Number:** 158  
**CRIM Undertaken:** 20/02/2007  
**Final CRISP Report:** 14/05/2007  
**Cost:** £8,822 **Length:** 6.55km

**Scheme Code:** BS\06\LCN\RED.03  
**Link Number:** 159  
**Location:** High Road, Woodford  
**Description:** Stage 2 Road Safety Audit.  
**Cost:** £2,935

**Scheme Code:** BS\06\LCN\RED.01  
**Link Number:** 160  
**Location:** High Road j/w Cameron Road  
**Description:** Continuation of design and DTO liaison to replace existing roundabout with signal controlled junction.  
**Cost:** £57,212 **Length:** 0.13km

**Scheme Code:** BS\06\LCN\RED.02  
**Link Number:** 160  
**Location:** Various locations as identified by CRISP study  
**Description:** Initial feasibility into several CRISP study recommendations in preparation for design in 2007/08. Cost includes completion of 2005/06 CRISP study.  
**Cost:** £13,734

**CRISP:** BS\06\LCN\RED.02  
**Link Number:** 160  
**CRIM Undertaken:** 20/01/2006  
**Final CRISP Report:** 27/02/2007  
**Cost:** Included above **Length:** 5.07km

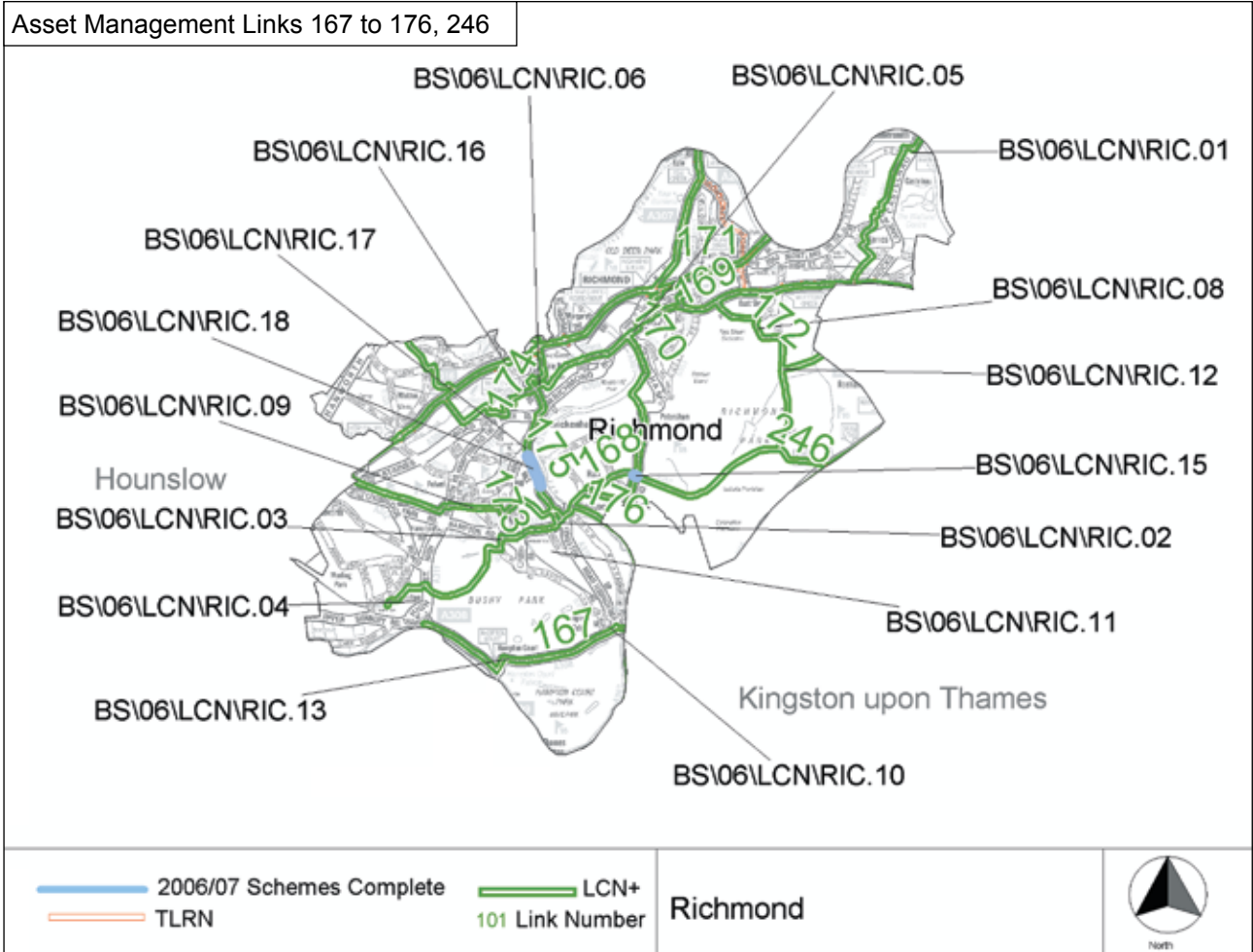
# Richmond Upon Thames

Borough Officers: **Tim Segedin** and **Liz Carne**



Responsibilities for capital cycle schemes changed a number of times during the year due to staff movements. The Borough utilised a mix of internal resources and external consultants to undertake CRISP studies, feasibility and detailed design schemes whilst progressing the implementation of schemes with the council's term contractors. The main issues for the delivery of cycling facilities in 2006/07 have been the reluctance of members to approve schemes and the high turnover of key staff within the transportation department. This resulted in the Borough not fully capi-

talising on its 2006/07 allocation, although the final spend was higher than our original allocation at the start of the year. These issues have been addressed with the implementation of clearer consultation guidance, earlier consultation on schemes, developing relationships with council members and the recruiting of new principal engineers to deliver the 2007/08 programme. A closer partnership including more frequent progress reporting is also being formed with the LCN+ PM team. We progressed a scheme which involved upgrading an existing path within Richmond Park to provide a high quality shared use facility. Through a close working relationship we overcame design differences to produce a good result, which benefited cyclists and the Royal Parks.



**Scheme Code:** BS\06\LCN\RIC.10



**Scheme Code:** BS\06\LCN\RIC.10

**Link Number:** 167

**Location:** Kingston Bridge, Hampton Court Road j/w Church Grove

**Description:** Implementation of extended shared footway facilities, dropped kerb access, central island kerb realignment and improved access to zebra crossing.

**Cost:** £82,410 **Length:** 0.41km

**Scheme Code:** BS\06\LCN\RIC.14

**Link Number:** 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 246

**Description:** Asset management works focussed on surface condition improvements.

**Cost:** £50,040 **Length:** 45.5km

**Scheme Code:** BS\06\LCN\RIC.04

**Link Number:** 168

**Location:** Hampton Hill High Street to Ormond Avenue

**Description:** Feasibility and design of junction improvements at several locations.

**Cost:** £32,900 **Length:** 0.52km

**Scheme Code:** BS\06\LCN\RIC.01

**Link Number:** 168

**Location:** Castelnau j/w St. Hilda's Road, Lonsdale Road j/w Boileau Road, Boileau Road to Richmond Park

**Description:** Feasibility design prepared for provision of toucan crossing on Castelnau. Feasibility design prepared to provide raised junction and safer crossing conditions for cyclists. Feasibility study for improvements along a section of the Link.

**Cost:** £34,900 **Length:** 0.27km



**Scheme Code:** BS\06\LCN\RIC.02

**Scheme Code:** BS\06\LCN\RIC.02

**Link Number:** 168

**Location:** Park Road j/w Broad Street j/w High Street Teddington Roundabout

**Description:** Detailed design of scheme to improve the existing facilities at busy roundabout. Cycle bypass track on northern side of junction implemented.

**Cost:** £26,000 **Length:** 1.69km

**Scheme Code:** BS\06\LCN\RIC.03

**Link Number:** 168

**Location:** Teddington High Street to Hampton Hill High Street via Bushy Park

**Description:** Implementation of signing within Bushy Park. Feasibility design of converting zebra crossing to toucan crossing to enable safe turning into Bushy Park from Hampton Hill High Street.

**Cost:** £25,170

**Scheme Code:** BS\06\LCN\RIC.09

**Link Number:** 173, 176

**Description:** CRISP Study

**CRIM Undertaken:** 05/10/2006

**Final CRISP Report:** 16/08/2007

**Cost:** £15,000 **Length:** 4.81km

**Scheme Code:** BS\06\LCN\RIC.12

**Link Number:** 168

**Location:** Sheen Cross, in Richmond Park

**Description:** Contribution to Royal Parks scheme to improve junction for cyclists.

**Cost:** £12,989 **Length:** 0.21km

**Scheme Code:** BS\06\LCN\RIC.05

**Link Number:** 170

**Location:** Various locations along link between Ennerdale Road and Parkleys

**Description:** Feasibility investigation of measures to improve existing toucan crossing, provide new toucan crossing, tender preparation for Richmond Park path upgrade, 20mph zone and on and off carriage-way facilities.

**Cost:** £24,557

**Scheme Code:** BS\06\LCN\RIC.11

**Description:** Liaison and administration fees associated with the sector leader role for the South West sector.

**Cost:** £15,157

**CRISP:** BS\06\LCN\RIC.17

**Link Number:** 175

**CRIM Undertaken:** 15/09/2006

**Final CRISP Report:** 09/01/2007

**Cost:** £10,600 **Length:** 4.50km

**Scheme Code:** BS\06\LCN\RIC.15



**Scheme Code:**

BS\06\LCN\RIC.15

**Link Number:** 168

**Location:** Ham Gate Avenue j/w Petersham Road

**Description:** Upgrade of the pelican crossing to a toucan to improve access for cyclists. Provision of anti-skid and ASLs on junction approaches, tactile corduroy paving, cycle signage and timber bollards

**Cost:** £20,359 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\RIC.06

**Link Number:** 174 Spur

**Location:** Twickenham Station, Beaconsfield Road j/w Crown Road j/w King's Road

**Description:** Feasibility for spur route to railway station. Feasibility for junction improvement to allow safer crossing and improved sight lines.

**Cost:** £10,028

**CRISP:** BS\06\LCN\RIC.13

**Link Number:** 167

**CRIM Undertaken:** 28/09/2006

**Final CRISP Report:** 24/01/2007

**Cost:** £10,534 **Length:** 3.98km

**Scheme Code:** BS\06\LCN\RIC.19

**Link Number:** 175

**Location:** Twickenham Town Centre, King Street

**Description:** Study into introduction of cycling facilities in the Town Centre.

**Cost:** £1,100 **Length:** 0.16km

**CRISP:** BS\06\LCN\RIC.08

**Link Number:** 169, 172, 246

**CRIM Undertaken:** 26/09/2006

**Final CRISP Report:** 23/01/2007

**Cost:** £10,000 **Length:** 4.74km

**Scheme Code:** BS\06\LCN\RIC.16

**Link Number:** 169

**Location:** Whitton Road j/w Rugby Road, Twickenham

**Description:** Toucan crossing and associated shared area.

**Cost:** £9,933 **Length:** 0.14km

**Scheme Code:** BS\06\LCN\RIC.18

**Link Number:** 175

**Location:** Cross Deep to Waldergrave Road

**Description:** LCN+ contribution to road resurfacing.

**Cost:** £800 **Length:** 0.59km

# Southwark

Borough Officer: **Sri Raviculan**

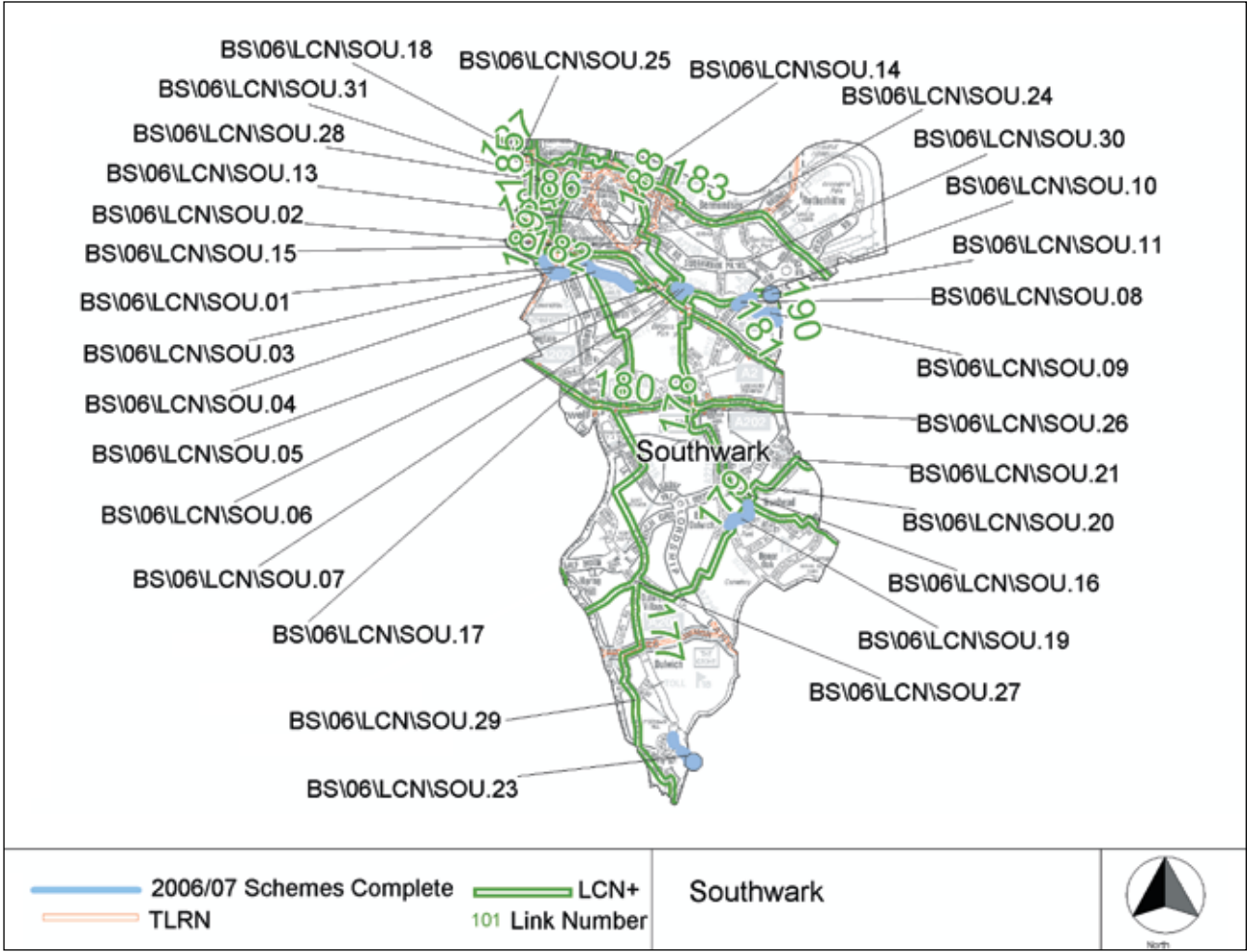


In the year, 2006/07, the London Borough of Southwark went through a transition period during which certain council departments, including ours, entered into a partnership with a term consultant.

The main issue for delivery of cycling facilities in 2006/07 has been the lack of an in-house dedicated cycle team. We have overcome this by building our cycling team up

and attending the TfL cycle courses. At the end of the year we had five officers working on cycling projects.

Roger Stocker, in Regeneration, is our cycling officer and we have four engineers in the Streetscene Design Team; Sri Raviculan (project manager), Stephen Daway, Penny Gray and Joseph Okai (all engineers) who are responsible for the design, consultation and implementation of all cycling schemes. We will be designing, consulting and implementing most schemes next year in-house.



**Scheme Code:** BS\06\LCN\SOU.01



**Scheme Code:** BS\06\LCN\SOU.01

**Link Number:** 182

**Location:** Heygate Street j/w Rodney Road

**Description:** Scheme to slow vehicle speeds and improve cycle turning movements. Implemented facilities include advisory cycle lanes, new traffic islands, raised entry treatments, kerb realignments, road resurfacing and streetscape improvements.

**Cost:** £158,500 **Length:** 0.03km

**Scheme Code:** BS\06\LCN\SOU.04



**Scheme Code:** BS\06\LCN\SOU.04

**Link Number:** 182

**Location:** Rodney Road j/w Elsted Street, East Street j/w Elsted Street

**Description:** Implementation of raised entry treatment on Elsted Street and advisory cycle lane on road bend. Implementation of raised junction.

**Cost:** £77,000 **Length:** 0.68km

**Scheme Code:** BS\06\LCN\SOU.13



**Scheme Code:** BS\06\LCN\SOU.13

**Link Number:** 178

**Location:** Weston Street Tunnel, Leathermarket, Wild's Rent, Long Lane j/w Weston Street

**Description:** Detailed design of one way cycle track through tunnel. Implementation of junction modification to slow traffic. Feasibility to change junction arrangement to give cyclists priority. Implemented cycle bypass and raised table at point no entry.

**Cost:** £83,000 **Length:** 0.13km

**Scheme Code:** BS\06\LCN\SOU.23



**Scheme Code:** BS\06\LCN\SOU.23

**Link Number:** 177 Spur

**Location:** Fountain Drive

**Description:** Replacement of ineffective speed cushions with speed reducing tables along Fountain Drive to reduce traffic speeds.

**Cost:** £72,000 **Length:** 0.32km

**Scheme Code:** BS\06\LCN\SOU.09



**Scheme Code:** BS\06\LCN\SOU.09

**Link Number:** 190

**Location:** Verney Road j/w Credon Road

**Description:** Improvement of roundabout. Kerb realignments to slow approaching traffic and allow cyclists to position themselves safely at junction.

**Cost:** £34,500 **Length:** 0.45km

**Scheme Code:** BS\06\LCN\SOU.15

**Link Number:** 178

**Location:** Grange Road j/w Pages Walk

**Description:** Design of junction improvements to build out kerbs to slow traffic and improve sight lines. Scheme could not go on site due to proximity to Tour de France route.

**Cost:** £43,000 **Length:** 0.27km

**Scheme Code:** BS\06\LCN\SOU.10

**Link Number:** 182

**Location:** Stubbs Drive, disused railway bridge over Rotherhithe New Road

**Description:** Feasibility study and Network Rail liaison to investigate converting disused railway bridge into cycle and pedestrian bridge and incorporate as part of Link 182 alignment. Work in conjunction with Sustrans Connect2 funding.

**Cost:** £20,000 **Length:** 0.15km

**Scheme Code:** BS\06\LCN\SOU.29

**Link Number:** 177

**Location:** Alleyne Park j/w Hunts Slip Road

**Description:** Feasibility and consultation for realigning sharp junction nearer to 90 degrees and improving local streetscape.

**Cost:** £20,000 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\SOU.07



**Scheme Code:** BS\06\LCN\SOU.07

**Link Number:** 182

**Location:** Rolls Road from j/w Mandela Way to Rowcross Street

**Description:** Implementation of advisory cycle lane, cycle track, new traffic islands and dropped kerb improvements.

**Cost:** £19,000 **Length:** 0.19km

Scheme Code: BS\06\LCN\SOU.17



**Scheme Code:** BS\06\LCN\SOU.17  
**Link Number:** 178  
**Location:** Rolls Road from Oxley Close to Coopers Road  
**Description:** Implementation of one-way cycle track and new traffic islands.  
**Cost:** £18,000 **Length:** 0.07km

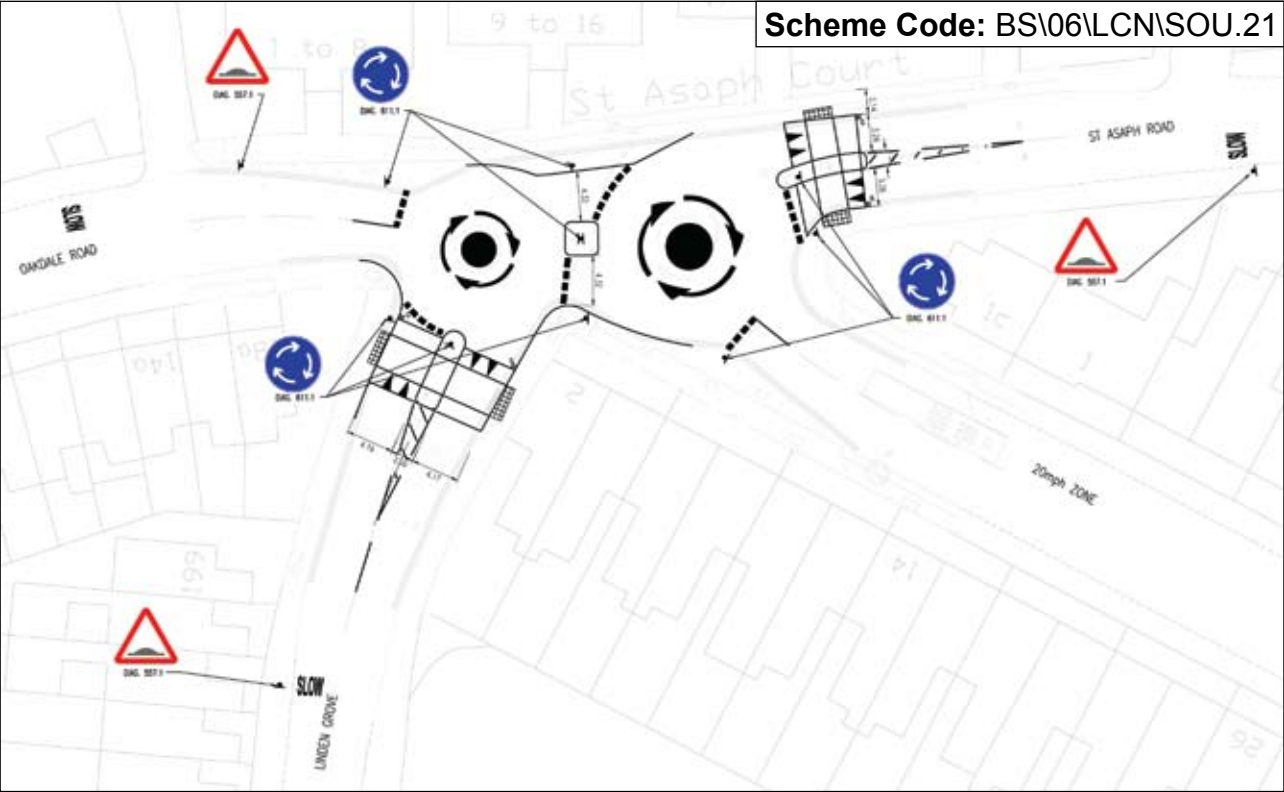
**Scheme Code:** BS\06\LCN\SOU.27  
**Link Number:** 177  
**Location:** Dulwich Village j/w Turney Road j/w Court Lane j/w Calton Avenue  
**Description:** Continuation of 2005/06 feasibility design for replacement of signalised crossing with double mini-roundabout. Feasibility design amended, road safety audited and consultation with local councillors.  
**Cost:** £18,000 **Length:** 0.05km

**Scheme Code:** BS\06\LCN\SOU.14  
**Link Number:** 178  
**Location:** Bermondsey Street  
**Description:** LCN+ contribution to Southwark area regeneration scheme.  
**Cost:** £15,000

Scheme Code: BS\06\LCN\SOU.18



**Scheme Code:** BS\06\LCN\SOU.18  
**Link Number:** 177  
**Location:** Southwark Bridge Road between Sumner Street and Sawyer Street  
**Description:** Provision of traffic islands to protect turning movements for cyclists.  
**Cost:** £16,000 **Length:** 0.03km



Scheme Code: BS\06\LCN\SOU.21

**Scheme Code:** BS\06\LCN\SOU.21  
**Link Number:** 179  
**Location:** St Asaph Road j/w Ivydale Road j/w Linden Grove j/w Oakdale Road  
**Description:** Design of improvements to double mini roundabout at complex junction. Kerb build-outs and raised entry treatments and larger traffic islands to regulate and slow down traffic.  
**Cost:** £16,000 **Length:** 0.06km

**Scheme Code:** BS\06\LCN\SOU.02  
**Link Number:** 182  
**Location:** Hampton Street j/w Steedman Street  
**Description:** Implementation of minor accessibility improvements, including dropped kerbs, tactile paving and bollards to prevent footway parking.  
**Cost:** £15,000 **Length:** 0.31km

**Scheme Code:** BS\06\LCN\SOU.05  
**Link Number:** 182  
**Location:** Dunton Road outside Tesco between Old Kent Road and Mandela Way  
**Description:** Feasibility design for ASLs at Dunton Road j/w Mandela Way. Kerb build-outs and advisory cycle lane along Dunton Road, improvement of access to existing toucan crossing and raised entry treatment on Marcia Road.  
**Cost:** £13,000 **Length:** 0.37km

Scheme Code: BS\06\LCN\SOU.02



**Scheme Code:** BS\06\LCN\SOU.08



**Scheme Code:** BS\06\LCN\SOU.08  
**Link Number:** 182  
**Location:** Rotherhithe New Road between Catlin Street and Ilderton Road  
**Description:** Implementation of two-way cycle track on the southern footway of Rotherhithe New Road.  
**Cost:** £12,000  
**Length:** 0.27km

**Scheme Code:** BS\06\LCN\SOU.31

**Link Number:** 177

**Location:** Southwark Bridge Road from j/w Union Street to Sawyer Street

**Description:** Widening of existing Cycle Lane to the current standard of 1.5 metre minimum and associated lane width alteration to enhance the safety of the cyclists.

**Cost:** £12,000 **Length:** 0.30km

**Scheme Code:** BS\06\LCN\SOU.26

**Link Number:** 178, 180

**Location:** Rye Lane between Peckham High Street and Hanover Park

**Description:** Feasibility design of contra-flow advisory cycle lane along section of Rye Lane that is loading and buses only.

**Cost:** £10,000 **Length:** 0.15km

**Scheme Code:** BS\06\LCN\SOU.20

**Link Number:** 179

**Location:** Linden Grove

**Description:** Feasibility design. Replacing existing non-effective traffic calming measures with effective measures. Possible off-carriageway cycle lanes. Raised zebra crossings.

**Cost:** £10,000 **Length:** 0.86km

**CRISP:** BS\06\LCN\SOU.24

**Link Number:** 183, 187

**CRIM Undertaken:** 06/01/2007

**Final CRISP Report:** 02/08/2007

**Cost:** £7,000 **Length:** 1.63km

**Scheme Code:** BS\06\LCN\SOU.19

**Link Number:** 179

**Location:** Straker's Road in Peckham Rye Common

**Description:** Completion of implemented path widening and surface upgrades from 2005/06.

**Cost:** £6,000 **Length:** 0.54km

**Scheme Code:** BS\06\LCN\SOU.11

**Link Number:** 182

**Location:** Various strategic locations along route

**Description:** Screenline cycle counts to ascertain effectiveness of scheme implementation in increasing the number of cyclists.

**Cost:** £5,500

**Scheme Code:** BS\06\LCN\SOU.22

**Link Number:** 181

**Location:** A30 Waterloo Road Improvements from Lambeth Borough Boundary to St George's Circus

**Description:** Design, Consultation and Implementation of cycle access improvements to LCDS 2005 requirements. Southwark to liaise with Lambeth to ensure a coordinated approach for this route.

**Cost:** £2,200 **Length:** 0.32km

**Scheme Code:** BS\06\LCN\SOU.03

**Link Number:** 182

**Location:** Refer to BS\06\LCN\SOU.02

**Description:** Scheme incorporated into BS\06\LCN\SOU.02, cycle access improvements at Hampton Street j/w Steedman Street.

**Cost:** £2,000 **Length:** 0.47km

**Scheme Code:** BS\06\LCN\SOU.25

**Link Number:** 187

**Location:** Upper Ground and Blackfriars Bridge

**Description:** Identification of schemes to progress to feasibility late in financial year.

**Cost:** £1,500 **Length:** 0.33km

**Scheme Code:** BS\06\LCN\SOU.06

**Link Number:** 182

**Location:** Mandela Way j/w Penry Street

**Description:** Feasibility commenced into improvements at roundabout.

**Cost:** £3,000 **Length:** 0.41km

**Scheme Code:** BS\06\LCN\SOU.30

**Link Number:** 177

**Location:** East Dulwich Grove j/w Green Dale j/w Carlton Avenue

**Description:** Feasibility study to design solutions to improve visibility for cyclists at signalised junction.

**Cost:** £3,500

**Scheme Code:** BS\06\LCN\SOU.16

**Link Number:** 178

**Location:** Peckham Rye j/w Nunhead Lane

**Description:** Feasibility study commenced late 2006/07, to continue into 2007/08.

**Cost:** £2,000 **Length:** 0.02km

**Scheme Code:** BS\06\LCN\SOU.28

**Link Number:** 177 Spur

**Location:** Snowsfield, Newcomen Street and Union Street

**Description:** Feasibility study commissioned to provide two-way cycling along one-way streets.

**Cost:** £1,000

**Scheme Code:** BS\06\LCN\SOU.12

**Link Number:** 178

**Location:** London Bridge j/w Duke Street Hill

**Description:** Site located onto the TLRN, scheme passed to TfL RND team.

**Cost:** £1,000 **Length:** 0.20km

# Sutton

Borough Officer: **Paul Blunt** and **Lynn Robinson**

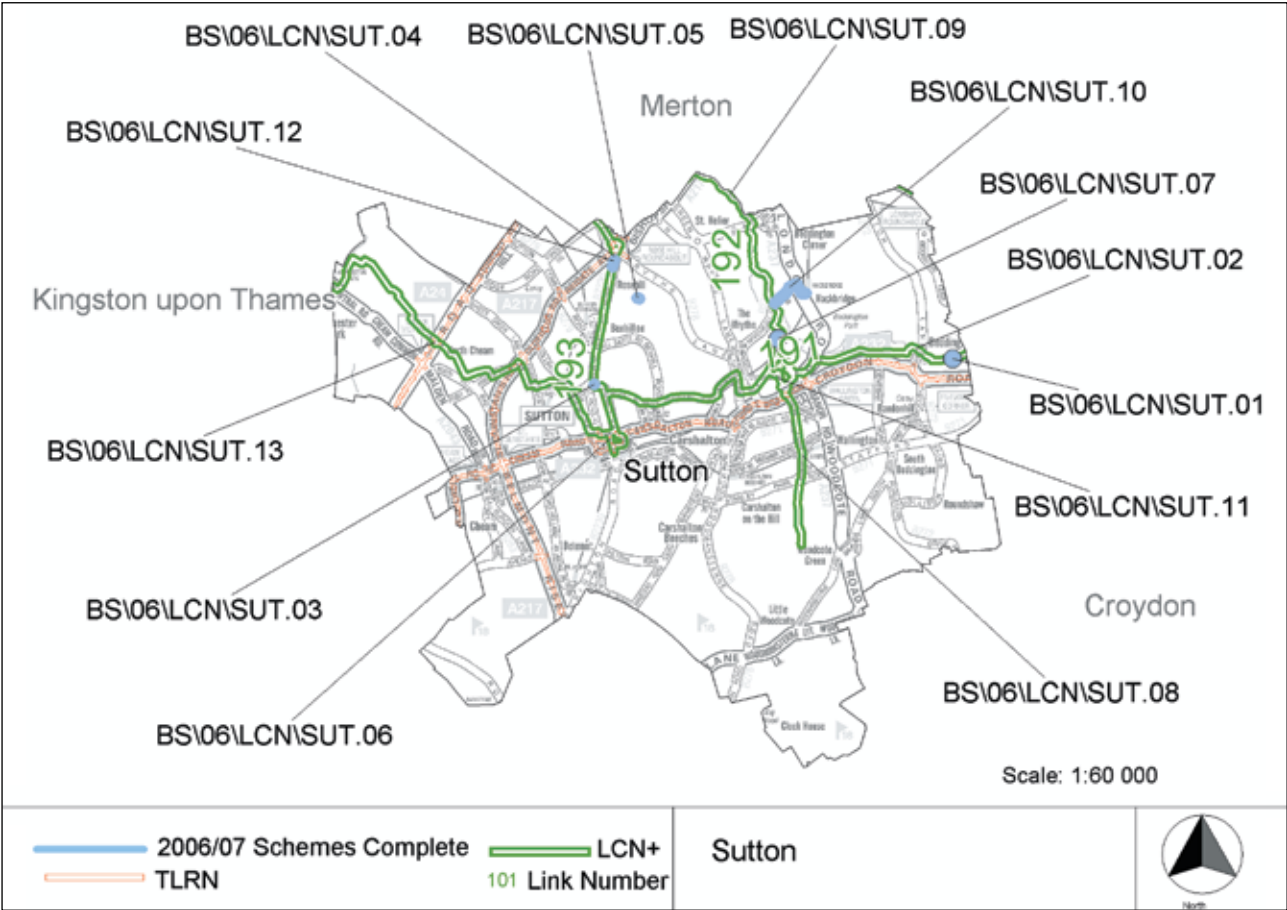


I am situated within the Transport Planning and Works department of the London Borough of Sutton and use “in house” staff to design schemes and progress implementation by using term contractors.

The new Toucan crossing on Rosehill has provided a safer crossing point for pedestrians and cyclists so we expect the pedestrian accident cluster to be eliminated at this location and cycling numbers to increase.

We have strong links to our local CTC and LCC groups. Through quarterly meetings they provide us with feedback on existing facilities and ideas for potential schemes and they send letters of support for cycling schemes. Our Metropolitan Police representative also provides support for cycling schemes, which can help to counter residents’ objections.

The main issue for delivery of cycling facilities in 2006/07 has been objections received by residents to proposed parking restrictions to facilitate a cycle lane and a safer junction at the Rotherfield Road junction with Ruskin Road in Carshalton.



**Scheme Code:** BS\06\LCN\SUT.08  
**Link Number:** 192  
**Location:** Park Lane from Boundary Road to Ruskin Road  
**Description:** Feasibility to provide traffic calming, junction improvements and ASLs at signals. Improvements to existing chicanes.  
**Cost:** £34,000 **Length:** 0.06km



**Scheme Code:** BS\06\LCN\SUT.12  
**Link Number:** 193  
**Location:** Rosehill  
**Description:** Completion of new toucan crossing.  
**Cost:** £15,000 **Length:** 0.09km



**Scheme Code:** BS\06\LCN\SUT.05

**Scheme Code:** BS\06\LCN\SUT.05  
**Link Number:** 193  
**Location:** Grennell Road j/w Rosehill Park West  
**Description:** Parking restrictions to improve sight lines, signing and road markings.  
**Cost:** £10,000 **Length:** 0.03km

**Scheme Code:** BS\06\LCN\SUT.04  
**Link Number:** 193  
**Location:** Rosehill to Sutton Town Centre  
**Description:** Origin and destination surveys to Sutton Town Centre carried out. Feasibility to identify alternate route and remedial solutions.  
**Cost:** £8,000 **Length:** 0.10km

**Scheme Code:** BS\06\LCN\SUT.01  
**Link Number:** 191  
**Location:** Entire length of Link  
**Description:** Signing and local surface upgrades.  
**Cost:** £9,000

**Scheme Code:** BS\06\LCN\SUT.13  
**Link Number:** 191  
**Location:** London Road j/w Lloyd Road  
**Description:** Detailed design of junction completed and passed to TfL to implement.  
**Cost:** £8,000 **Length:** 0.08km

**Scheme Code:** BS\06\LCN\SUT.06  
**Link Number:** 193  
**Location:** Throwley Way j/w Sutton High Street  
**Description:** Feasibility study to provide LCDS compliant cycle lanes, where the existing ones are below standard.  
**Cost:** £5,000 **Length:** 0.50km

**Scheme Code:** BS\06\LCN\SUT.11  
**Link Number:** 192 Spur  
**Location:** Grove Park, Carshalton  
**Description:** Ongoing consultation with stakeholders and residents to provide route through Grove Park and avoid the more complicated route through Westcroft Leisure Centre car park.  
**Cost:** £3,000 **Length:** 0.38km\*

**Scheme Code:** BS\06\LCN\SUT.03  
**Link Number:** 193  
**Location:** Entire length of Link  
**Description:** Local surfacing upgrades and road markings.  
**Cost:** £3,000

**Scheme Code:** BS\06\LCN\SUT.02  
**Link Number:** 191  
**Location:** Guy Road to Bridges Lane  
**Description:** Feasibility to investigate alternate routes to bypass narrow section of path bounded by private property and a large retaining wall.  
**Cost:** £2,000 **Length:** 0.43km

**Scheme Code:** BS\06\LCN\SUT.10  
**Link Number:** 192 Spur  
**Location:** Hackbridge Road and London Road  
**Description:** Implementation of larger cycle protection islands for right turners, new signage and surface upgrades.  
**Cost:** £30,000 **Length:** 0.62km\*

**Scheme Code:** BS\06\LCN\SUT.09  
**Link Number:** 192 Spur  
**Location:** Poulter Park, Carshalton  
**Description:** Feasibility and liaison with stakeholders for the eventual alignment of Link 192 to run along the Wandle River through Poulter Park.  
**Cost:** £5,000 **Length:** 1.16km\*

**Scheme Code:** BS\06\LCN\SUT.07  
**Link Number:** 192  
**Location:** Entire length of Link  
**Description:** Local surface upgrades and road markings.  
**Cost:** £3,020

# Tower Hamlets

Borough Officer: **Ashraf Ali**

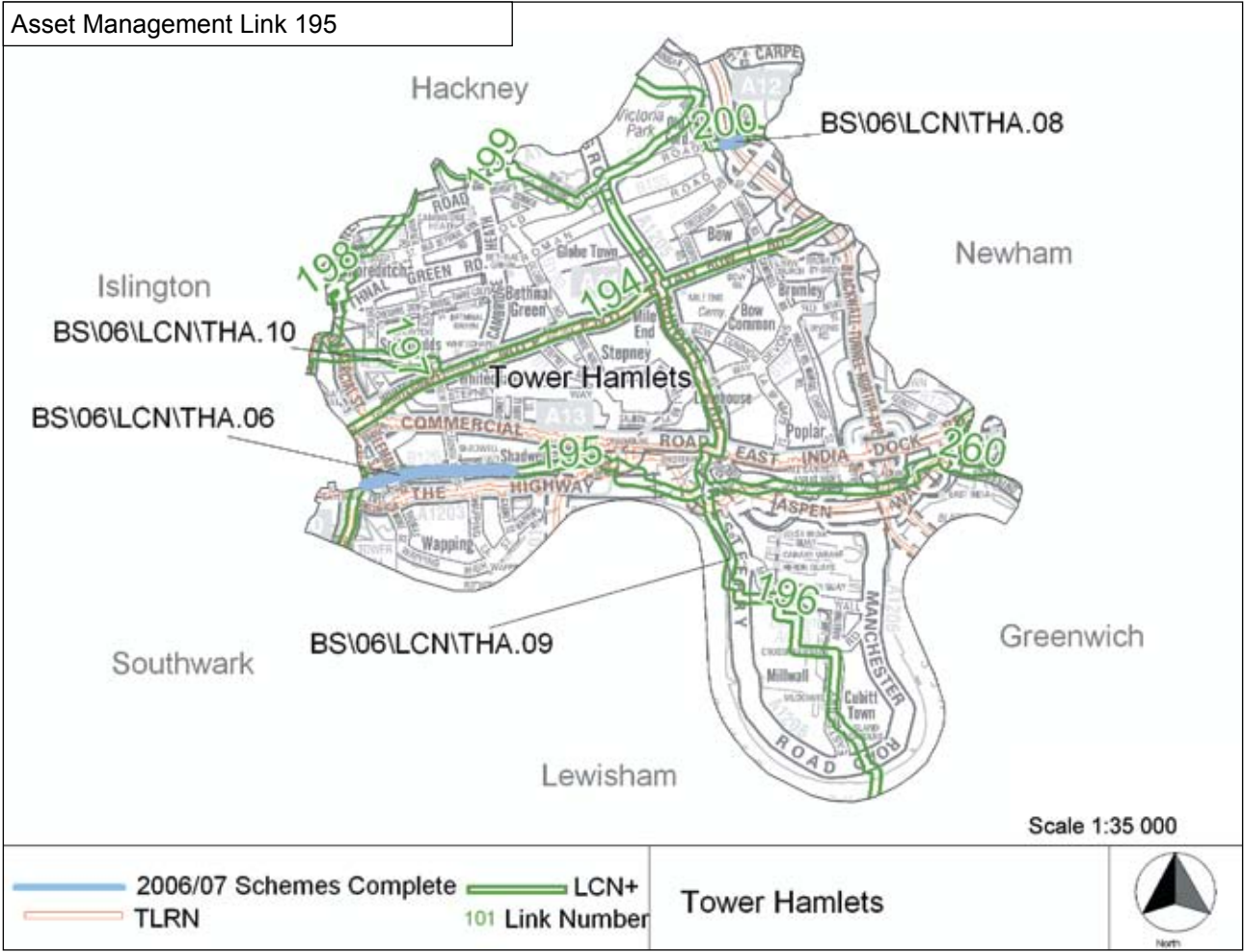


I am situated within the Safety and Sustainability Team of LB Tower Hamlets. I project manage the LCN+ programme and have one engineer dedicated to LCN+ schemes. We also use external consultants to undertake our CRISP studies.

The challenge facing delivery of cycling facilities in 2006/07 has been funding additional staff to work on LCN+ schemes. We are continuing to progress schemes with our

current resources but will in the near future need to recruit additional in-house resources to be able to deliver the LCN+ to Mayoral standards by the end of 2010.

The focus of 2006/07 has been to complete our final CRISP studies and progress route improvements on Cable Street and Hanbury Street. We also progressed with preliminary designs for a missing section of the network on Hanbury Street between Brick Lane and Spitalfields Market. We worked closely with both TfL's Cycling Centre of Excellence and the LCN+ Project Management team to fulfil this aim.



**Scheme Code:** BS\06\LCN\THA.06



**Scheme Code:** BS\06\LCN\THA.06

**Link Number:** 195

**Location:** Cable Street between Glamis Road and Broadlove

**Description:** Continuation of segregated two-way cycle track in one-way street including green coloured surfacing and raised junction at Devonport Street. Scheme has improved safety, continuity and comfort for cyclists with associated safety benefits for pedestrians.

**Cost:** £100,000 **Length:** 0.19km

**Scheme Code:** BS\06\LCN\THA.07



**Scheme Code:** BS\06\LCN\THA.07

**Link Number:** 195

**Location:** Cable Street between Sutton Street and Broadlove

**Description:** Asset Management works focussed on surface condition improvements.

**Cost:** £91,000 **Length:** 0.4km

**Scheme Code:** BS\06\LCN\THA.10



**Scheme Code:** BS\06\LCN\THA.10

**Link Number:** 197

**Location:** Hanbury Street

**Description:** Two raised junction tables and change of priority. Detailed design to widen path to remove a cycle dismount section. Feasibility design for two-way cycling options in narrow one-way street.

**Cost:** £90,000 **Length:** 0.23km

**CRISP:** BS\06\LCN\THA.09

**Link Number:** 196

**CRIM Undertaken:** 09/05/2006

**Final CRISP Report:** 02/06/2007

**Cost:** £12,000 **Length:** 8.7km

**Scheme Code:** BS\06\LCN\THA.08

**Link Number:** 200

**Location:** A12 between Old Ford Road and Crown Close

**Description:** Implementation of signing, road markings, tactile paving and pedestrian guard rails to reduce cyclist speeds and conflicts between cyclists and pedestrians.

**Cost:** £5,000 **Length:** 0.14km

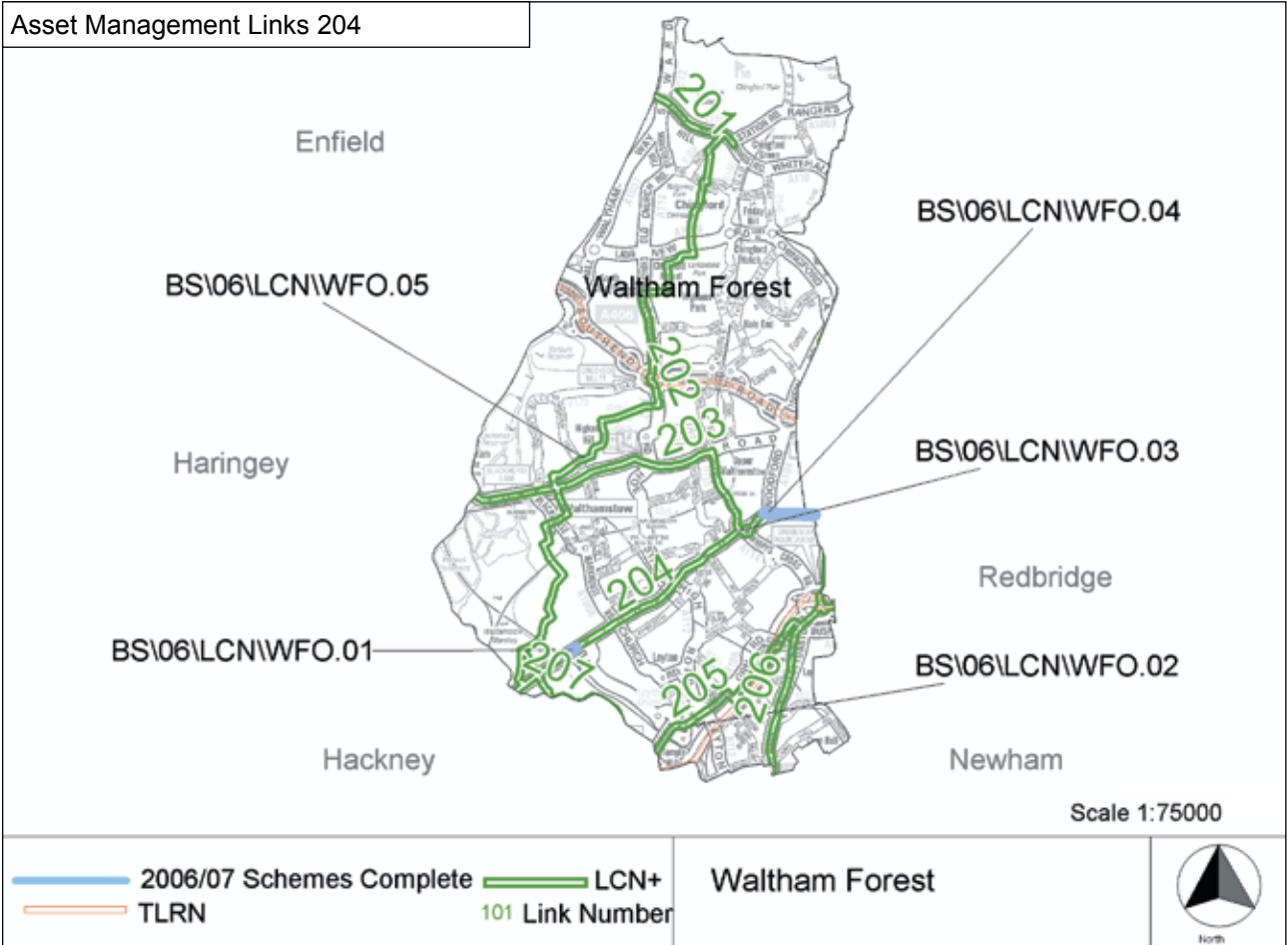
# Waltham Forest

Borough Officer: **Gina Harkell**



I am the officer responsible for cycle facilities and the delivery of LCN+ schemes in the borough of Waltham Forest. Everything, from the design of a scheme through to its construction, is done in-house by our Street Services team in consultation with myself. The main challenge in the past year has been work pressure on engineering staff. This continues to be a problem. Councillors rarely oppose cycling facilities in this borough and support initiatives to increase cycling. Almost all our LCN+ Links are now in place and we are now reviewing and improving existing facilities. The main

scheme this year has been providing parking bays partially within the footway area to enable a buffer zone and widened cycle lane on Lea Bridge Road over a 350 metre section. This carries about 600 cyclists a day. The cycle lane previously had no buffer zone and felt threatening. The new layout radically improves the facility for cyclists. Asset management funding has also enabled the improvement of cycle lanes in other sections of Lea Bridge Road. Screenline counts at 11 sites were taken in July 2006 and found an 83% increase in cycling between 1998 and 2006 with a halving of accidents. Counts in 2007 will be available by the end of July and we hope the numbers will continue upwards. We consult the local LCC on the design of schemes and their involvement helps to design better schemes.



**Scheme Code:** BS\06\LCN\WFO.01



**Scheme Code:**

BS\06\LCN\WFO.01

**Link Number:** 204

**Location:** Lea Bridge Road between Markhouse Road and Northumberland Road

**Description:** Implementation of a scheme to give more carriageway width to cyclists, including the inseting of parking bays with buffer zone, narrowing and relocation of the central refuge and advisory cycle lanes.

**Cost:** £239,000 **Length:** 0.35km

**Scheme Code:** BS\06\LCN\WFO.06

**Link Number:** 204

**Description:** Asset management works focussed on surface condition improvements.

**Cost:** £126,796 **Length:** 2.9km

**Scheme Code:** BS\06\LCN\WFO.04

**Link Number:** 203

**Location:** Snaresbrook Road

**Description:** Design and implementation of advisory cycle lanes and widening of footway to allow for the provision of a cycle track on resurfaced footway.

**Cost:** £35,023 **Length:** 0.71km

**CRISP:** BS\06\LCN\WFO.03

**Link Number:** 203

**CRIM Undertaken:** 09/01/2007

**Final CRISP Report:** Not Complete

**Cost:** £10,000 **Length:** 4.71km

**Scheme Code:** BS\06\LCN\WFO.02

**Link Number:** 205

**Location:** Oliver Road j/w Ruckholt Road

**Description:** Design of signal scheme including an advanced cycle signal for left turning cyclists and ASLs on all arms.

**Cost:** £2,500 **Length:** 0.15km

**CRISP:** BS\06\LCN\WFO.05

**Link Number:** 201, 202

**CRIM Undertaken:** 10/01/2007

**Final CRISP Report:** Not Complete

**Cost:** £12,000 **Length:** 12.20km

**Scheme Code:** BS\06\LCN\WFO.04



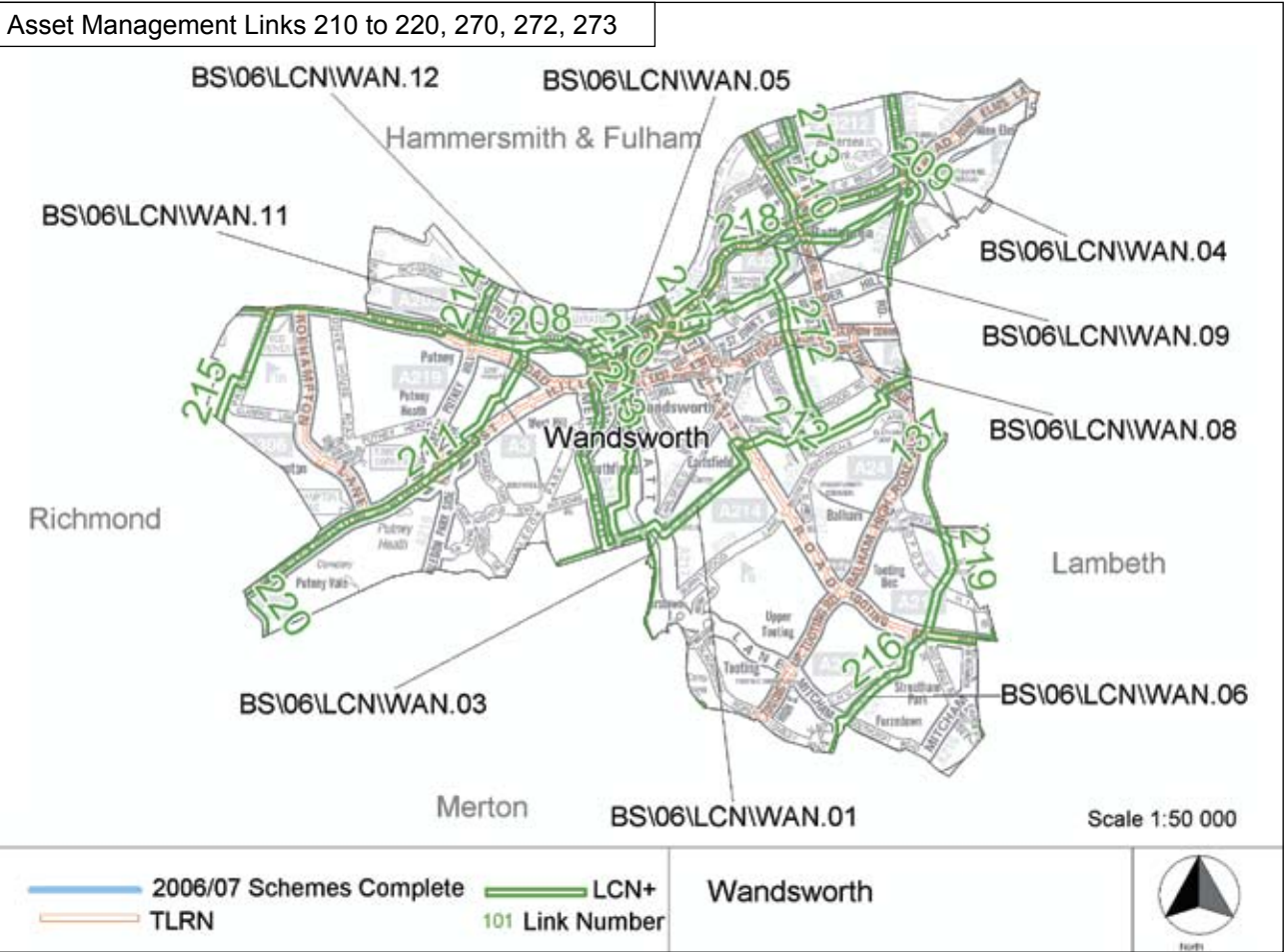
Wandsworth

Borough Officer: Dalton Cenac



I am situated within the highways and traffic section of the Department of Technical Services and utilise both in-house and external consultants to design schemes whilst progressing the implementation through term contractors. The completion of the cycle network is well advanced, however there remains significant “missing links” along sections of the Riverside Walk and at Earlsfield. Wandsworth Council is therefore continuing to work closely with Sustrans and the Environment Agency to overcome these infrastruc-

ture barriers. Our asset management work in 2006/07 has resulted in comfortable and consistent surfaces for cycling on our LCN+ routes as well as improved signage and road markings. The Councils latest Road Safety Plan shows an overall reduction in cyclists casualties compared with the baseline. We hope to maintain both casualty reduction involving cyclists and growth in cycle journeys undertaken in the borough. Where appropriate the opportunity has been taken to introduce cycle facilities recommended by CRISP studies as part of other BSP funded schemes, for example, London Bus Priority Network, Safer Routes to Schools and Local Safety Schemes.



**Scheme Code:** BS\06\LCN\WAN.05  
**Link Number:** 213  
**Location:** The Causeway to Buckhold Road at Merton Boundary  
**Description:** Origin and destination survey. Feasibility identification of improvements along Link.  
**Cost:** £10,000 **Length:** 0.57km

**Scheme Code:** BS\06\LCN\WAN.10  
**Link Number:** 210 - 220, 270, 272, 273  
**Description:** Asset management works focussed on surface condition improvements.  
**Cost:** £80,000 **Length:** 2.9km

**Scheme Code:** BS\06\LCN\WAN.04  
**Link Number:** 209  
**Location:** Queenstown Road to River Thames to Lambeth boundary  
**Description:** Feasibility study.  
**Cost:** £10,000 **Length:** 1.07km

**CRISP:** BS\06\LCN\WAN.12  
**Link Number:** 208, 217, 218, 270  
**CRIM Undertaken:** Not Complete  
**Final CRISP Report:** Not Complete  
**Cost:** £6,400 **Length:** 3.1km

**CRISP:** BS\06\LCN\WAN.08  
**Link Number:** 272, 273  
**CRIM Undertaken:** 21/11/2006  
**Final CRISP Report:** Not Complete  
**Cost:** £7,000 **Length:** 1.80km

**Scheme Code:** BS\06\LCN\WAN.06  
**Link Number:** 216  
**Location:** Tooting Bec Road and Bedford Hill j/w Hillbury Road  
**Description:** Feasibility design of a toucan crossing upgraded from a pelican crossing. Scheme passed to TfL to implement on the TLRN.  
**Cost:** £30,000

**Scheme Code:** BS\06\LCN\WAN.03  
**Link Number:** 218  
**Location:** Trewint Street to Ravensbury Terrace via River Wandle, Earlsfield  
**Description:** Feasibility study.  
**Cost:** £10,000 **Length:** 0.33km

**Scheme Code:** BS\06\LCN\WAN.01  
**Link Number:** 212  
**Location:** Trinity Road j/w Routh Road, Bolingbrook Grove j/w Thurleigh Road  
**Description:** Pelican to toucan upgrade.  
**Cost:** £10,000

**Scheme Code:** BS\06\LCN\WAN.11  
**Link Number:** 214  
**Location:** Putney Bridge Road to borough boundary  
**Description:** Feasibility study.  
**Cost:** £5,000

**CRISP:** BS\06\LCN\WAN.09  
**Link Number:** 218  
**CRIM Undertaken:** 31/01/2007  
**Final CRISP Report:** Not Complete  
**Cost:** £7,000 **Length:** 2.39km

# Westminster

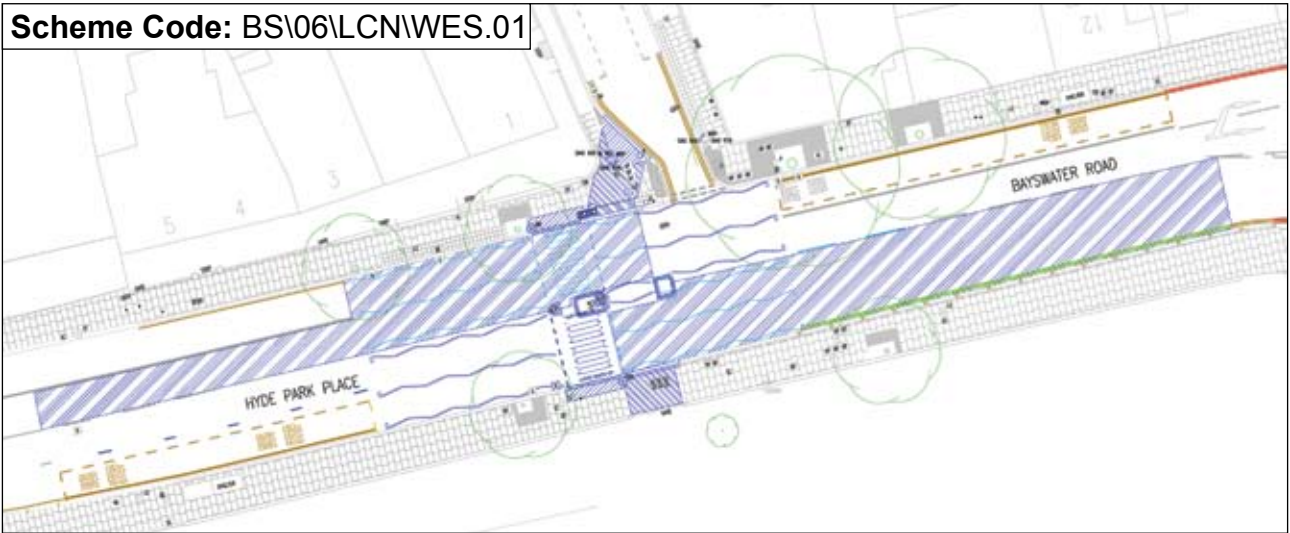
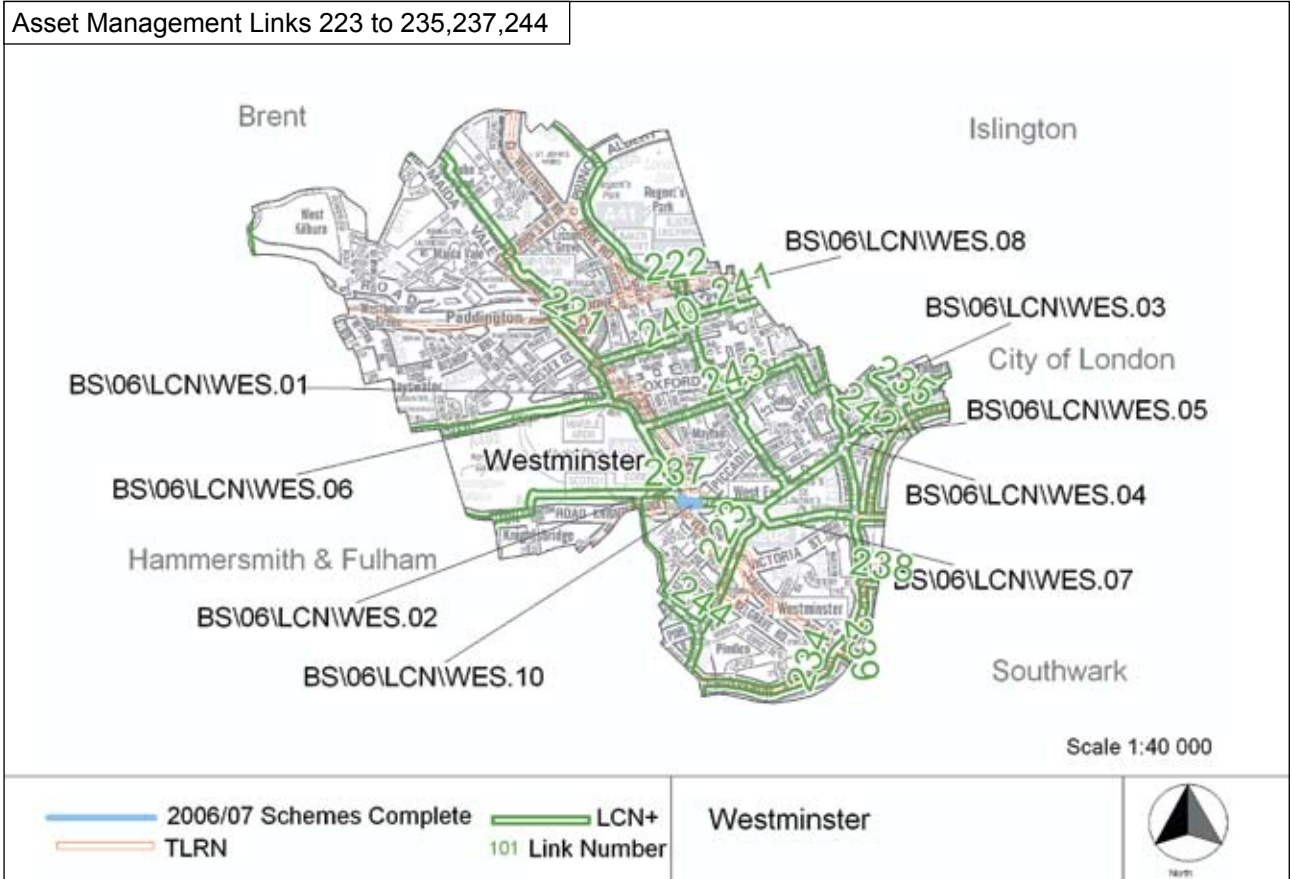


Borough Officer: **Nigel Butterworth and Bob Clark**



The design and implementation of all cycling schemes is processed by the current service provider. These are managed by me as a Scheme Development Manager in the City Council's Transportation Department on a part time basis. To help deal with the increasing grant allocation we have appointed another Client Manager, Bob Clark. While the City Council is supportive of measures to encourage cycling, it wishes to avoid implementing schemes, which have an adverse effect on other road users. In recent years, the main improvements have been confined to LCN+ Links within Royal Parks where there is now more support for cycle routes where

appropriate. CRISP studies are almost complete so the main challenge is obtaining Member approval to develop CRISP recommendations. In 2006 a toucan crossing was approved for Bayswater Road at Stanhope Place Gate but implementation was delayed until 2007/08 due to lack of resources in TfL's traffic signals section. A contra-flow scheme for St James's Street proposed in 2006/07 met Ward Member resistance, so alternative solutions are being sought. It is too early to assess precisely how successful the route improvements have been. However, the new cycle gate into Hyde Park at Stanhope Place Gate greatly increases accessibility to traffic free routes in the park and the Marble Arch Gyratory can be avoided with a short detour. Working in partnership with The Royal Parks Agency on proposals to improve several cycle routes is proving very promising.



**Scheme Code:** BS\06\LCN\WES.01  
**Link Number:** 221  
**Location:** South Carriage Drive crossing at Hyde Park Corner, North Carriage Drive crossing near Stanhope Gate, and Bayswater Road j/w Stanhope Place  
**Description:** Raised table crossing and central island at North Carriage Drive and South Carriage Drive. Two-way cycle track at Stanhope Gate. Detailed design for toucan crossing on Bayswater Road at j/w Stanhope Place.  
**Cost:** £350,000 **Length:** 0.10km



Scheme Code: BS\06\LCN\WES.09

**Scheme Code:** BS\06\LCN\WES.09  
**Link Number:** 223 to 235, 237, 244  
**Description:** Asset Management works focussed on surface condition improvements.  
**Cost:** £213,000 **Length:** 28.2km

**Scheme Code:** BS\06\LCN\WES.10  
**Link Number:** 237  
**Location:** Wellington Arch at Hyde Park Corner  
**Description:** Funding contribution towards jointly funded resurfacing scheme to upgrade surface for cyclists and pedestrians within the shared area of Hyde Park Corner roundabout including through Wellington Arch.  
**Cost:** £35,000 **Length:** 0.19km

**Scheme Code:** BS\06\LCN\WES.08  
**Link Number:** 222  
**Location:** Various sections of Link 222  
**Description:** Preparation of Cabinet Member report summarising proposals for entire Link.  
**Cost:** £17,000



Scheme Code: BS\06\LCN\WES.10



Scheme Code: BS\06\LCN\WES.02

**Scheme Code:** BS\06\LCN\WES.06  
**Link Number:** 243  
**Location:** Entire length of Link between Queensway at RBK&C boundary and Waterloo Bridge at Lambeth boundary  
**Description:** Preparation of Cabinet Member report summarising proposals for entire Link based on outcomes of cycle route assessment study. Liaison with The Royal Parks Agency to develop an off-road route for day time use in Kensington Gardens.  
**Cost:** £25,000 **Length:** 4.66km

**CRISP:** BS\06\LCN\WES.04  
**Link Number:** 242  
**CRIM Undertaken:** 22/09/2006  
**Final CRISP Report:** 04/07/2007  
**Cost:** £25,000 **Length:** 1.42km

**CRISP:** BS\06\LCN\WES.05  
**Link Number:** 223  
**CRIM Undertaken:** 28/03/2006  
**Final CRISP Report:** 27/03/2007  
**Cost:** £25,000 **Length:** 2.93km

**Scheme Code:** BS\06\LCN\WES.02  
**Link Number:** 221, 244  
**Location:** Entire length of Link 244 and part of Link 221 between Chelsea Bridge and the north-east corner of Hyde Park  
**Description:** Financial contribution towards street lighting upgrades in Hyde Park. Preliminary design complete for minor signing and marking improvements including ASLs, advisory cycle lanes, cycle logos and contra-flow upgrades.  
**Cost:** £99,000

**CRISP:** BS\06\LCN\WES.03  
**Link Number:** 235  
**CRIM Undertaken:** 22/09/2006  
**Final CRISP Report:** 04/07/2007  
**Cost:** £6,000 **Length:** 0.90km

**CRISP:** BS\06\LCN\WES.07  
**Link Number:** 237  
**CRIM Undertaken:** 25/10/2006  
**Final CRISP Report:** 12/03/2007  
**Cost:** £25,000 **Length:** 4.07km

TfL Road Network Development



The Transport for London Road Network (TLRN). Approximately 200km of the LCN+ is routed along the TLRN or intersects it at crossing points.

The TLRN is managed within three sectors as follows:

**North:** Hillingdon, Hounslow, Ealing, Harrow, Brent, Hammersmith & Fulham, Barnet, Haringey, Enfield, Waltham Forest, Newham, Redbridge, Barking & Dagenham, Havering

**South:** Richmond Upon Thames, Kingston Upon Thames, Merton, Sutton, Croydon,

Bromley, Lewisham, Greenwich and Bexley

**Central:** Camden, Islington, Hackney, Kensington & Chelsea, City of Westminster, City of London, Tower Hamlets, Wandsworth, Lambeth and Southwark.

The TfL Road Network Development directorate (RND) commissions CRISP studies and identifies and develops schemes arising from CRISP studies to preliminary design stage when they are handed over to the TfL Road Network Management directorate (RNM).

**Scheme Code:**  
SC.0801.500.001  
**Location:** A1211 Goodmans Yard  
**Description:** Contraflow cycle lane design  
**Link:** 280  
**Cost:** £2,038

**Scheme Code:**  
SC.0801.500.004  
**Location:** A10  
**Description:** CRISP  
**Link:** 35  
**Cost:** £5,128

**Scheme Code:**  
SC.0801.500.008  
**Location:** A10 j/w Wormwood and Camomile Street  
**Description:** Design  
**Link:** 35  
**Cost:** £7,725

**Scheme Code:**  
SC.0801.500.006  
**Location:** A201 Farringdon Street  
**Description:** Design  
**Link:** 32  
**Cost:** £25,459

**Scheme Code:**  
SC.0801.500.010  
**Location:** A10  
**Description:** CRISP proposal design  
**Link:** 35  
**Cost:** £30,871

**Scheme Code:**  
SC.0801.500.011  
**Location:** A10 Monument Interchange  
**Description:** Design  
**Link:** 35  
**Cost:** £12,348

**Scheme Code:**  
SC.0801.500.012  
**Location:** A1211 Goodman's Yard  
**Description:** Area CRISP  
**Link:** 280  
**Cost:** £9,151

**Scheme Code:**  
SC.0801.501.005  
**Location:** A3202 Lambeth Bridge  
**Description:** CRISP  
**Cost:** £29,296

**Scheme Code:**  
SC.0801.502.006  
**Location:** A400 Hampstead Road and Camden High Street  
**Description:** Design  
**Link:** 27  
**Cost:** £23,005

**Scheme Code:**  
SC.0801.503.001  
**Location:** A201 Farringdon Road  
**Description:** Design  
**Link:** 115  
**Cost:** £13,225

**Scheme Code:**  
SC.0801.503.002  
**Location:** A1 Colebrooke Row  
**Description:** Design  
**Link:** 110  
**Cost:** £2,480

**Scheme Code:**  
SC.0801.504.001  
**Location:** A10 Dalston at Middleton Road  
**Description:** Design  
**Link:** 250  
**Cost:** £5,309

**Scheme Code:**  
SC.0801.504.002  
**Location:** A503  
**Description:** CRISP  
**Link:** 107, 71, 69, 85  
**Cost:** £3,482

**Scheme Code:**  
SC.0801.504.003  
**Location:** A503 Seven Sisters Road  
**Description:** Design  
**Link:** 69  
**Cost:** £47,258

**Scheme Code:**  
SC.0801.504.004  
**Location:** A107 Lower Clapton Road Powerscroft  
**Description:** Design  
**Link:** 68  
**Cost:** £2,164

**Scheme Code:**  
SC.0801.505.001  
**Location:** A126 Butcher Row and Cable Street  
**Description:** Design  
**Link:** 195  
**Cost:** £29,935

**Scheme Code:**  
SC.0801.505.002  
**Location:** A1203 Rotherhithe Highway Crossing  
**Description:** Design  
**Link:** 195  
**Cost:** £17,588

**Scheme Code:**  
SC.0801.505.003  
**Location:** A11  
**Description:** CRISP  
**Link:** 194  
**Cost:** £334

**Scheme Code:**  
SC.0801.506.002  
**Location:** A205 at Lewisham Boundary  
**Description:** Design  
**Link:** 58  
**Cost:** £50,098

**Scheme Code:**  
SC.0801.507.002  
**Location:** A20  
**Description:** CRISP  
**Cost:** £3,928

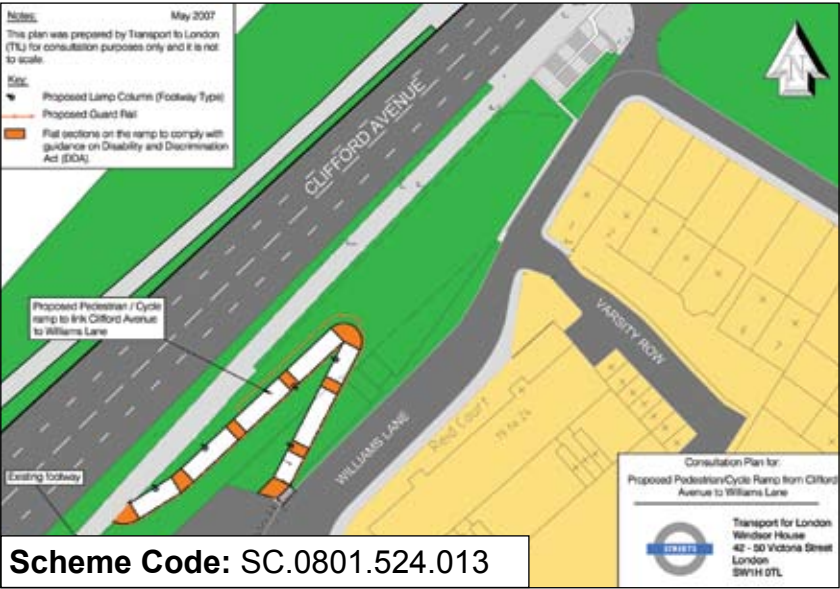
**Scheme Code:**  
SC.0801.507.004  
**Location:** A2  
**Description:** CRISP  
**Cost:** £1,468

**Scheme Code:**  
SC.0801.507.007  
**Location:** A205 Catford to LB Greenwich  
**Description:** Design  
**Link:** 142  
**Cost:** £40,759

**Scheme Code:**  
SC.0801.507.008  
**Location:** A20 Lee High Road  
**Description:** Design  
**Link:** 143  
**Cost:** £14,416

|                                                                                                                                                                                   |                                                                                                                                                                                |                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Scheme Code:</b><br>SC.0801.507.010<br><b>Location:</b> A205 Catford to Woolwich<br><b>Description:</b> Side road entry treatments<br><b>Link:</b> 142<br><b>Cost:</b> £49,900 | <b>Scheme Code:</b><br>SC.0801.507.011<br><b>Location:</b> A2 Peckham to Greenwich<br><b>Description:</b> Signing<br><b>Link:</b> 143<br><b>Cost:</b> £9,142                   | <b>Scheme Code:</b><br>SC.0801.507.012<br><b>Location:</b> A2 Peckham to Greenwich<br><b>Description:</b> Cycle lanes<br><b>Link:</b> 143<br><b>Cost:</b> £18,352                     |
| <b>Scheme Code:</b><br>SC.0801.507.009<br><b>Location:</b> A2 New Cross Road<br><b>Description:</b> Design<br><b>Link:</b> 143<br><b>Cost:</b> £25,332                            | <b>Scheme Code:</b><br>SC.0801.508.008<br><b>Location:</b> A2 Old Kent Road<br><b>Description:</b> Design<br><b>Link:</b> 181<br><b>Cost:</b> £29,488                          | <b>Scheme Code:</b><br>SC.0801.508.014<br><b>Location:</b> A202 Peckham Road and Woods Road to Lausanne<br><b>Description:</b> Design<br><b>Link:</b> 180<br><b>Cost:</b> £3,241      |
| <b>Scheme Code:</b><br>SC.0801.508.003<br><b>Location:</b> A3 Newington Butts<br><b>Description:</b> Study<br><b>Link:</b> 182<br><b>Cost:</b> £1,207                             | <b>Scheme Code:</b><br>SC.0801.508.009<br><b>Location:</b> A100 Tower Bridge Road<br><b>Description:</b> Study<br><b>Link:</b> 195,188<br><b>Cost:</b> £18,082                 | <b>Scheme Code:</b><br>SC.0801.508.015<br><b>Location:</b> A202 Camberwell North Road and John Ruskin Street<br><b>Description:</b> Design<br><b>Link:</b> 180<br><b>Cost:</b> £9,764 |
| <b>Scheme Code:</b><br>SC.0801.508.006<br><b>Location:</b> A202 Camberwell New Road<br><b>Description:</b> Design<br><b>Link:</b> 180<br><b>Cost:</b> £14,433                     | <b>Scheme Code:</b><br>SC.0801.508.012<br><b>Location:</b> A202 Camberwell New Road and Meflar Street<br><b>Description:</b> Design<br><b>Link:</b> 180<br><b>Cost:</b> £1,641 | <b>Scheme Code:</b><br>SC.0801.508.016<br><b>Location:</b> A202 Queens Road and Asylum Road<br><b>Description:</b> Design<br><b>Link:</b> 180<br><b>Cost:</b> £1,481                  |
| <b>Scheme Code:</b><br>SC.0801.508.007<br><b>Location:</b> A3200 Southwark Street<br><b>Description:</b> Design<br><b>Link:</b> 183<br><b>Cost:</b> £35,487                       | <b>Scheme Code:</b><br>SC.0801.508.013<br><b>Location:</b> A202<br><b>Description:</b> Advisory cycle lane design<br><b>Link:</b> 180<br><b>Cost:</b> £10,565                  |                                                                                                                                                                                       |

|                                                                                                                                                                              |                                                                                                                                                                                 |                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Scheme Code:</b><br>SC.0801.508.017<br><b>Location:</b> A202 Camberwell New Road and Foxley Road<br><b>Description:</b> Design<br><b>Link:</b> 180<br><b>Cost:</b> £9,764 | <b>Scheme Code:</b><br>SC.0801.509.006<br><b>Location:</b> A23 Kennington Cross<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £38,293                       | <b>Scheme Code:</b><br>SC.0801.509.013<br><b>Location:</b> A23 Brixton Road and Cranmer Road<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £522        |
| <b>Scheme Code:</b><br>SC.0801.508.018<br><b>Location:</b> A2 Old Kent Road and Commercial Way<br><b>Description:</b> Design<br><b>Link:</b> 181<br><b>Cost:</b> £2,357      | <b>Scheme Code:</b><br>SC.0801.509.007<br><b>Location:</b> A3036 Lambeth Palace Road<br><b>Description:</b> Design<br><b>Link:</b> 130<br><b>Cost:</b> £20,890                  | <b>Scheme Code:</b><br>SC.0801.509.014<br><b>Location:</b> A23 Brixton Road and Mostyn Road<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £551         |
| <b>Scheme Code:</b><br>SC.0801.509.002<br><b>Location:</b> A301 Waterloo<br><b>Description:</b> Cycling improvements design<br><b>Link:</b> 132<br><b>Cost:</b> £21,191      | <b>Scheme Code:</b><br>SC.0801.509.008<br><b>Location:</b> A202 Kennington Oval<br><b>Description:</b> Design<br><b>Link:</b> 136<br><b>Cost:</b> £7,603                        | <b>Scheme Code:</b><br>SC.0801.509.015<br><b>Location:</b> A23 Brixton Road and Loughborough Road<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £1,638 |
| <b>Scheme Code:</b><br>SC.0801.509.004<br><b>Location:</b> A30360<br><b>Description:</b> CRISP<br><b>Cost:</b> £3,974                                                        | <b>Scheme Code:</b><br>SC.0801.509.010<br><b>Location:</b> A3204 Vauxhall Street and Kennington Lane<br><b>Description:</b> Design<br><b>Link:</b> 136<br><b>Cost:</b> £23,523  | <b>Scheme Code:</b><br>SC.0801.509.016<br><b>Location:</b> A23 Brixton Hill near New Park Road<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £1,406    |
| <b>Scheme Code:</b><br>SC.0801.509.005<br><b>Location:</b> A23<br><b>Description:</b> CRISP<br><b>Cost:</b> £7,183                                                           | <b>Scheme Code:</b><br>SC.0801.509.012<br><b>Location:</b> A23 Streatham High Road and Christchurch Road<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £870 | <b>Scheme Code:</b><br>SC.0801.509.017<br><b>Location:</b> A23 Brixton Road and Jebb Road<br><b>Description:</b> Design<br><b>Link:</b> 127<br><b>Cost:</b> £2,130         |



**Scheme Code:**

SC.0801.509.018

**Location:** A23 Kennington Road and Windmill Road

**Description:** Design

**Link:** 127

**Cost:** £2,043

**Scheme Code:**

SC.0801.509.019

**Location:** A23 Kennington Road and Kennington Lane

**Description:** Design

**Link:** 127

**Cost:** £3,203

**Scheme Code:**

SC.0801.509.020

**Location:** A23 Brixton Road and Blenheim Road

**Description:** Design

**Link:** 127

**Cost:** £2,130

**Scheme Code:**

SC.0801.509.023

**Location:** A202 Harleyford Road and South Lambeth Road

**Description:** Design

**Link:** 136

**Cost:** £1,761

**Scheme Code:**

SC.0801.509.026

**Location:** A203 Stockwell Road and Moat Place

**Description:** ASL design

**Link:** 130

**Cost:** £196

**Scheme Code:**

SC.0801.509.027

**Location:** A203 South Lambeth Road and Miles Street

**Description:** Design

**Link:** 136

**Cost:** £1,103

**Scheme Code:**

SC.0801.509.028

**Location:** A203 South Lambeth Road near Fentimar Road

**Description:** Design

**Link:** 136

**Cost:** £923

**Scheme Code:**

SC.0801.509.029

**Location:** A203 Clapham Road and South Lambeth Road

**Description:** Design

**Link:** 130

**Cost:** £348

**Scheme Code:**

SC.0801.509.030

**Location:** A203 Stockwell Road

**Description:** Advisory cycle lane design

**Link:** 130

**Cost:** £1,426

**Scheme Code:**

SC.0801.510.002

**Location:** A205

**Description:** CRISP

**Link:** 169

**Cost:** £10,974

**Scheme Code:**

SC.0801.510.006

**Location:** A3 Robin Hood Roundabout

**Description:** Pegasus crossing design

**Link:** 121

**Cost:** £21,512

**Scheme Code:**

SC.0801.510.007

**Location:** A3 Roehampton Vale and Kingston Road

**Description:** Design

**Link:** 211

**Cost:** £33,403

**Scheme Code:**

SC.0801.510.008

**Location:** A214 Wandsworth Bridge to Streatham

**Description:** CRISP

**Link:** 218

**Cost:** £29,319

**Scheme Code:**

SC.0801.510.011

**Location:** A3220 Battersea Bridge Road

**Description:** Design

**Link:** 210

**Cost:** £17,658

**Scheme Code:**

SC.0801.512.003

**Location:** A4 Knightsbridge j/w Albert Gate

**Description:** Design

**Link:** 244

**Cost:** £19,426

**Scheme Code:**

SC.0801.512.005

**Location:** A308 Fulham Road, Gunther Grove and Edith Grove

**Description:** Design

**Link:** 119

**Cost:** £11,232

**Scheme Code:**

SC.0801.512.006

**Location:** A3220 Earls Court Road

**Description:** Toucan design

**Link:** 117

**Cost:** £9,425

**Scheme Code:**

SC.0801.512.008

**Location:** A3220 Warwick Road j/w Cromwell Road

**Description:** Design

**Link:** 117

**Cost:** £21,430

**Scheme Code:**

SC.0801.512.009

**Location:** A4 Queen Gate

**Description:** Study

**Link:** 117

**Cost:** £12,712

**Scheme Code:**

SC.0801.514.002

**Location:** A12 Barley Lane

**Description:** Design

**Link:** 160

**Cost:** £2,910

**Scheme Code:**

SC.0801.515.001

**Location:** A12  
**Description:** CRISP and design

**Link:** 90

**Scheme Code:**

SC.0801.517.001

**Location:** Royal Docks Road and Pier Road

**Description:** CRISP

**Cost:** £9,881

**Scheme Code:**

SC.0801.518.001

**Location:** A20 Sidcup

**Description:** CRISP

**Link:** 14

**Scheme Code:**

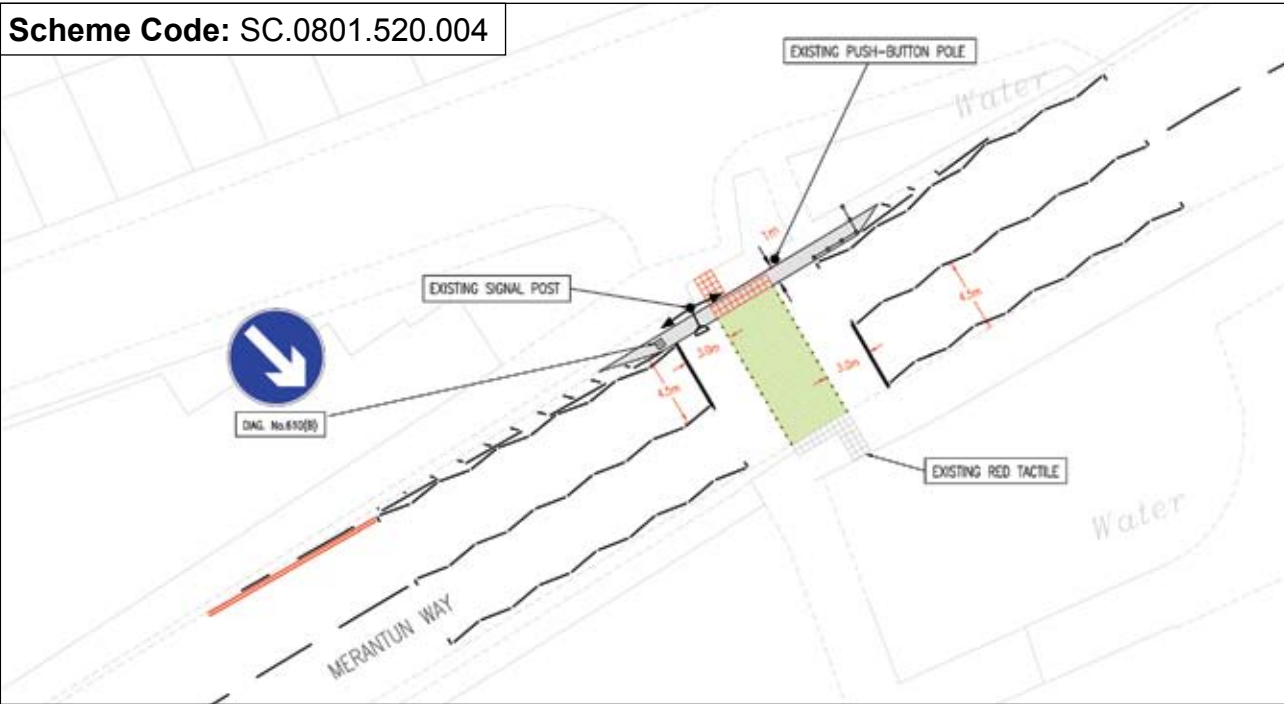
SC.0801.520.003

**Location:** A23 Streatham to Surrey

**Description:** Design

**Link:** 40

**Cost:** £26,391



**Scheme Code:**  
SC.0801.520.004  
**Location:** A232 Croydon  
Town Centre Model  
**Description:** Study  
**Link:** 278  
**Cost:** £9,990

**Scheme Code:**  
SC.0801.522.002  
**Location:** A24 Merantun  
Way  
**Description:** Toucan design  
**Link:** 149  
**Cost:** £18,306

**Scheme Code:**  
SC.0801.522.003  
**Location:** A24 Merantun  
Way  
**Description:** Parapet  
design  
**Link:** 149  
**Cost:** £14,662

**Scheme Code:**  
SC.0801.522.006  
**Location:** Link 152  
**Description:** CRISP  
**Link:** 152  
**Cost:** £13,454

**Scheme Code:**  
SC.0801.522.007  
**Location:** A24  
**Description:** Design  
**Link:** 151  
**Cost:** £9,635

**Scheme Code:**  
SC.0801.522.008  
**Location:** A297 Morden  
Hall and London Road  
**Description:** Design  
**Link:** 151  
**Cost:** £6,910

**Scheme Code:**  
SC.0801.522.009  
**Location:** A24 London  
Road j/w Central Road  
**Description:** Design  
**Link:** 152  
**Cost:** £13,454

**Scheme Code:**  
SC.0801.522.010  
**Location:** Link 151  
**Description:** CRISP  
**Link:** 151  
**Cost:** £6,910

**Scheme Code:**  
SC.0801.524.006  
**Location:** A316 Apex  
Corner  
**Description:** Design  
**Link:** 245  
**Cost:** £2,150

**Scheme Code:**  
SC.0801.524.011  
**Location:** A205 Rocks Lane  
and Kew Bridge  
**Description:** Design  
**Link:** 171  
**Cost:** £8,323

**Scheme Code:**  
SC.0801.524.012  
**Location:** A316 Lower  
Mortlake Road  
**Description:** Design  
**Link:** 171  
**Cost:** £10,054

**Scheme Code:**  
SC.0801.524.013  
**Location:** A316 Chiswick  
Bridge  
**Description:** CRISP  
**Link:** 104  
**Cost:** £39,525

**Scheme Code:**  
SC.0801.525.002  
**Location:** A4 Great West  
Road  
**Description:** Toucan design  
**Link:** 101  
**Cost:** £7,025

**Scheme Code:**  
SC.0801.525.013  
**Location:** A316  
**Description:** CRISP  
**Link:** 245  
**Cost:** £9,440

**Scheme Code:**  
SC.0801.526.003  
**Location:** A30 Great  
South West Road, Clock-  
house Footway  
**Description:** Design  
**Link:** 101  
**Cost:** £7,295

**Scheme Code:**  
SC.0801.527.003  
**Location:** A406 Hanger  
Lane Gyratory  
**Description:** Design  
**Link:** 101  
**Cost:** £4,226

**Scheme Code:**  
SC.0801.528.001  
**Location:** A406 North  
Circular  
**Description:** CRISP  
**Link:** **Cost:** £24,653

**Scheme Code:**  
SC.0801.530.001  
**Location:** A1 Great North  
Way j/w Hendon Lane  
**Description:** Design  
**Link:** 6  
**Cost:** £8,015

**Scheme Code:**  
SC.0801.531.001  
**Location:** A10 Tottenham  
High Road Crossing  
**Description:** Design  
**Link:** 79

**Cost:** £14,916  
**Scheme Code:**  
SC.0801.531.004  
**Location:** A10 Broad Lane  
Tynemouth Road  
**Description:** Design  
**Link:** 85  
**Cost:** £11,395

**Scheme Code:**  
SC.0801.531.005  
**Location:** A10 Bruce Grove  
and Lordship Lane  
**Description:** Study  
**Link:** 84  
**Cost:** £2,315

**Scheme Code:**  
SC.0801.531.006  
**Location:** A503 Pubic  
Realm Improvements  
**Description:** Design  
**Link:** **Cost:** £5,919

**Scheme Code:**  
SC.0801.531.008  
**Location:** A503 St Ann's  
Road Bridge  
**Description:** Design  
**Link:** 69  
**Cost:** £8,725

# TfL Road Network Management



The Transport for London Road Network (TLRN). Approximately 200km of the LCN+ is routed along the TLRN or intersects it at crossing points.

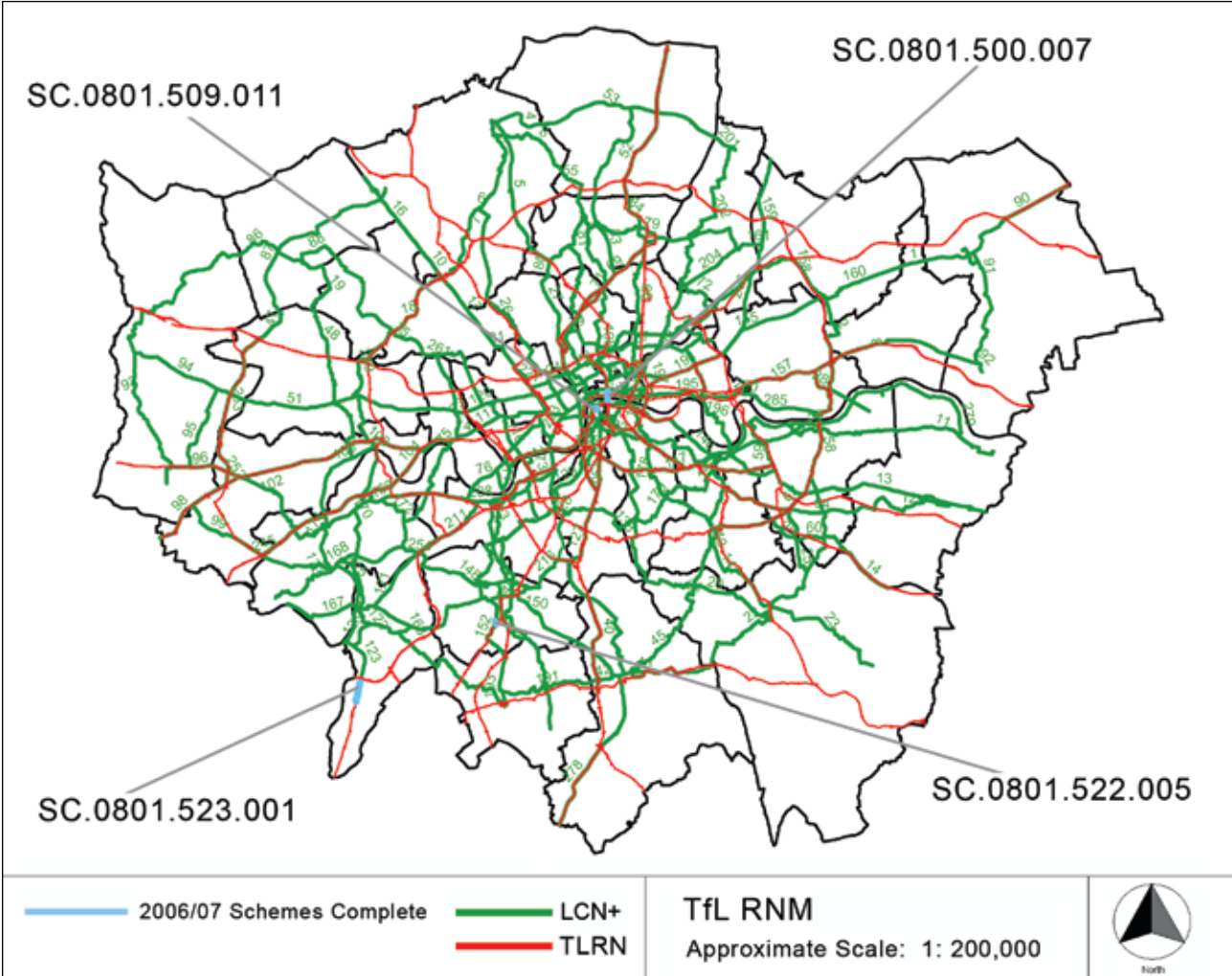
The TLRN is managed within three sectors as follows:

**North:** Hillingdon, Hounslow, Ealing, Harrow, Brent, Hammersmith & Fulham, Barnet, Haringey, Enfield, Waltham Forest, Newham, Redbridge, Barking & Dagenham, Havering

**South:** Richmond Upon Thames, Kingston Upon Thames, Merton, Sutton, Croydon, Bromley, Lewisham, Greenwich and Bexley

**Central:** Camden, Islington, Hackney, Kensington & Chelsea, City of Westminster, City of London, Tower Hamlets, Wandsworth, Lambeth and Southwark.

RNM complete detailed design, undertake implementation of schemes and are responsible for ongoing management of the network.



**Scheme Code:** SC.0801.500.007



**Scheme Code:** SC.0801.500.007

**Location:** A201 Blackfriars Bridge  
**Description:** Bus, Cycle and Pedestrian scheme. Mandatory Cycle Lanes, Protected left turn and at grade crossing. For cyclists the west-bound mandatory cycle lane across the bridge was widened from 1.5m to 2.5m, ASLs with feeder lanes were introduced on Victoria Embankment and a protected widened cycle lane at the eastbound slip road into New Bridge Street was provided. Conditions for pedestrians have also improved with crossing points provided as well as access to the newly refurbished offices.

**Link:** 32  
**Cost:** £206,179 **Length:** 0.49km

**Scheme Code:** SC.0801.500.007





**Scheme Code:** SC.0801.522.001  
**Location:** A24 Crown Road  
**Description:** Shared use path  
**Link:** 152  
**Cost:** £36,403  
**Length:** 0.25km

**Scheme Code:** SC.0801.525.008  
**Location:** A30 Great South Road  
**Description:** Junction improvement  
**Link:** 101  
**Cost:** £57,000 **Length:** 0.5km

**Scheme Code:** SC.0801.523.001  
**Location:** A243 Hook Road and Leatherhead Road  
**Description:** Shared use path  
**Link:** 123  
**Cost:** £66,000  
**Length:** 1.8km



**Scheme Code:** SC.0801.509.011  
**Location:** A301 Waterloo roundabout  
**Description:** Bus and cycle scheme. Partial signalisation of the roundabout  
**Link:** 132  
**Cost:** £150,230 **Length:** 0.2km

**Scheme Code:** SC.0801.526.004  
**Location:** A30 Henleys to Greater London boundary  
**Description:** Signage  
**Link:** 98, 101  
**Cost:** £12,000  
**Length:** 0.55km

**Scheme Code:** SC.0801.500.006  
**Location:** A201 Farringdon Street  
**Description:** Cycle lanes and separator island  
**Link:** 32  
**Cost:** £25,459  
**Length:** 0.6km

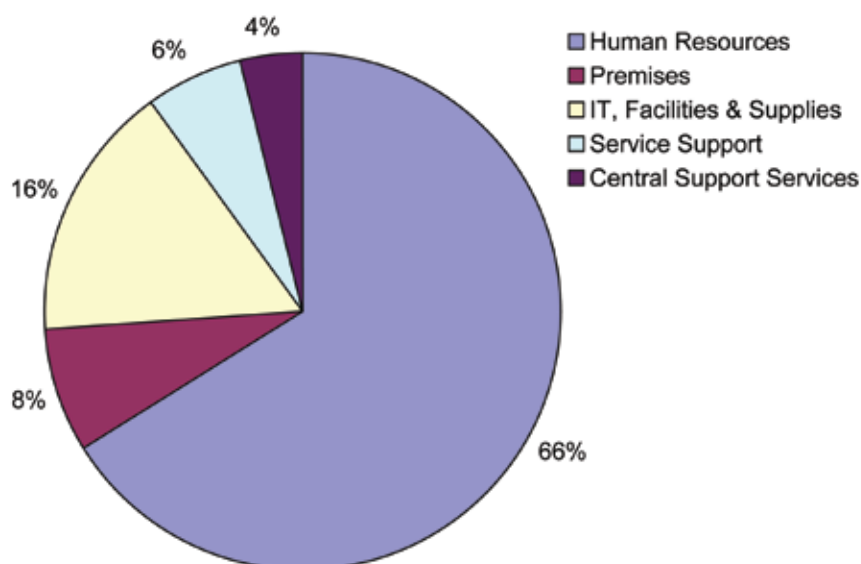
## 8.0 Project Management

### 8.1 Project Management Costs

The LCN+ project operates on an annual budget from TfL. This budget includes individual borough allocations, Sector Leader costs and Project Management costs.

Below is a breakdown of the percentage of the budget towards the various Project Management costs. The budget allocation for project management in 2006/07 was £800k in the original allocation, which was later revised to £850k.

**Fig 3: Project Management Budget Breakdown**



### 8.2 Achievements for 2006/07

#### Key Achievements

- Investigation of high risk infrastructure barriers, preparation and release of the report to highway authorities and the instigation of a barrier resolution strategy
- Launch of the Scheme Information Management System (SIMS)
- Responded to the £1.5M budget increase with a risk management plan to help achieve full spend of the borough programme
- Provided best value by managing a 50% project budget increase (based on 2005/06 budget figures) without increasing human resources
- Production of the Funding Proposal and Annual Report Documents
- Participation in the CRISP process as primary stakeholder
- Voted Transport Consultancy of the Year by the Transport Times for our project management of the LCN+ project

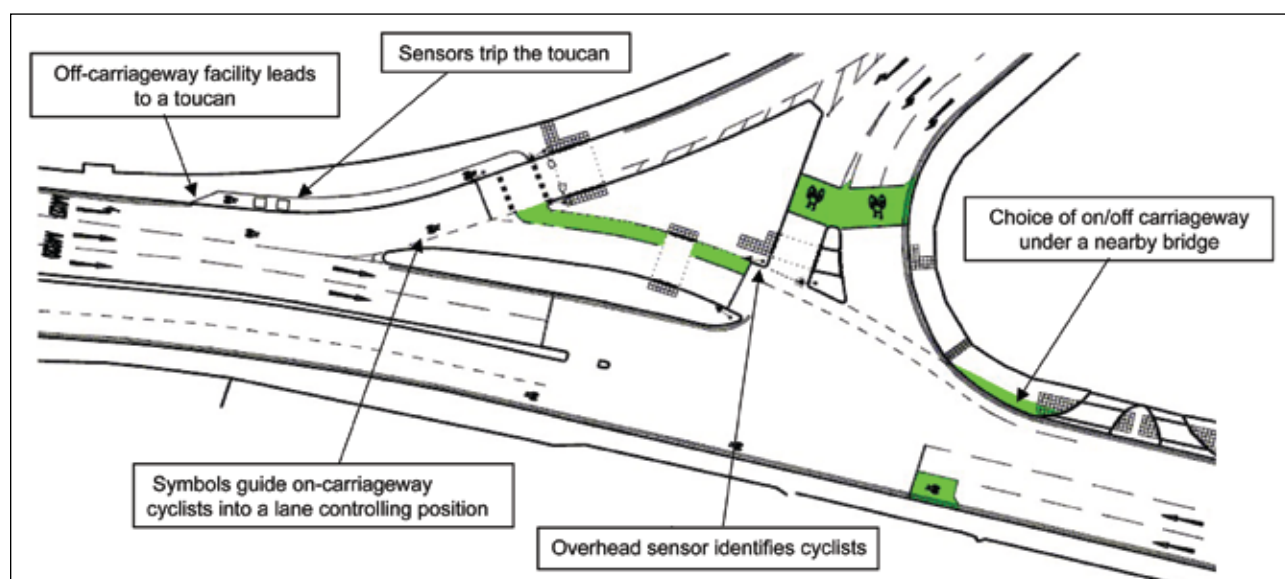
## Other Activities

- Digitised 60% of final CRISP studies for use in the Network Completion System
- Issued Link map version 6
- Rationalisation of website material and improved synergy of the website with other LCN+ partnership websites
- Participation in national conferences such as the Annual Bus Priority Conference
- Advice and support for boroughs restructuring and expanding their LCN+ delivery teams
- Expanded the scope and distribution of the newsletter to include TfL Area teams and senior borough executives
- Maintained exemplar standard of project management in terms of methodology, innovation and support
- Active participation in TfL SRO meetings in relation to the TLRN/LCN+ cycling programme
- Provision of information for TfL Cycling Programme Team (CPT) mid year report
- Liaison and refinement of bi-monthly monitoring forms with Borough Partnerships

## 8.3 Quality and Standards

All of the boroughs currently engaged in the LCN+ project have now adopted the design check procedure. This is the key method of ensuring all schemes are implemented to the requirements set out in the London Cycling Design Standards.

**Fig 4:** Key design features highlighted during the design check procedure for a combined bus and cycle scheme.



In 2006/07 110 design checks were completed by the LCN+ Project Management team. A Design Overview Pro-forma (DOP) is completed by the scheme designer and contains key route objectives and base information. The DOP is submitted to the LCN+ Project Management team with the relevant scheme drawings prior to the implementation of the scheme. The designer should state any significant departures from the guidance in the LCDS. The LCN+ Project Management team then uses the information received to assess the suitability of the scheme for cyclists and adherence to the LCDS. Comments/queries are returned to the scheme designer. The aim of the overall process is to assist designers with the development of schemes that follow LCDS and reduce the queries and concerns raised at both the safety audit and consultation stages.

## **8.4 Programme Methodology**

A monthly Project Managers report is produced by the LCN+ Project Management team for TfL containing a summary of spend and project performance. Borough progress is summarised and issues or obstacles hindering their progress are highlighted in this report. This is presented to TfL two weeks into each month and covers the preceding month.

The LCN+ Project Management team submits a yearly Partnership Funding Proposal on behalf of all the boroughs. This document lays out a forward programme for all the LCN+ schemes over the next three years.

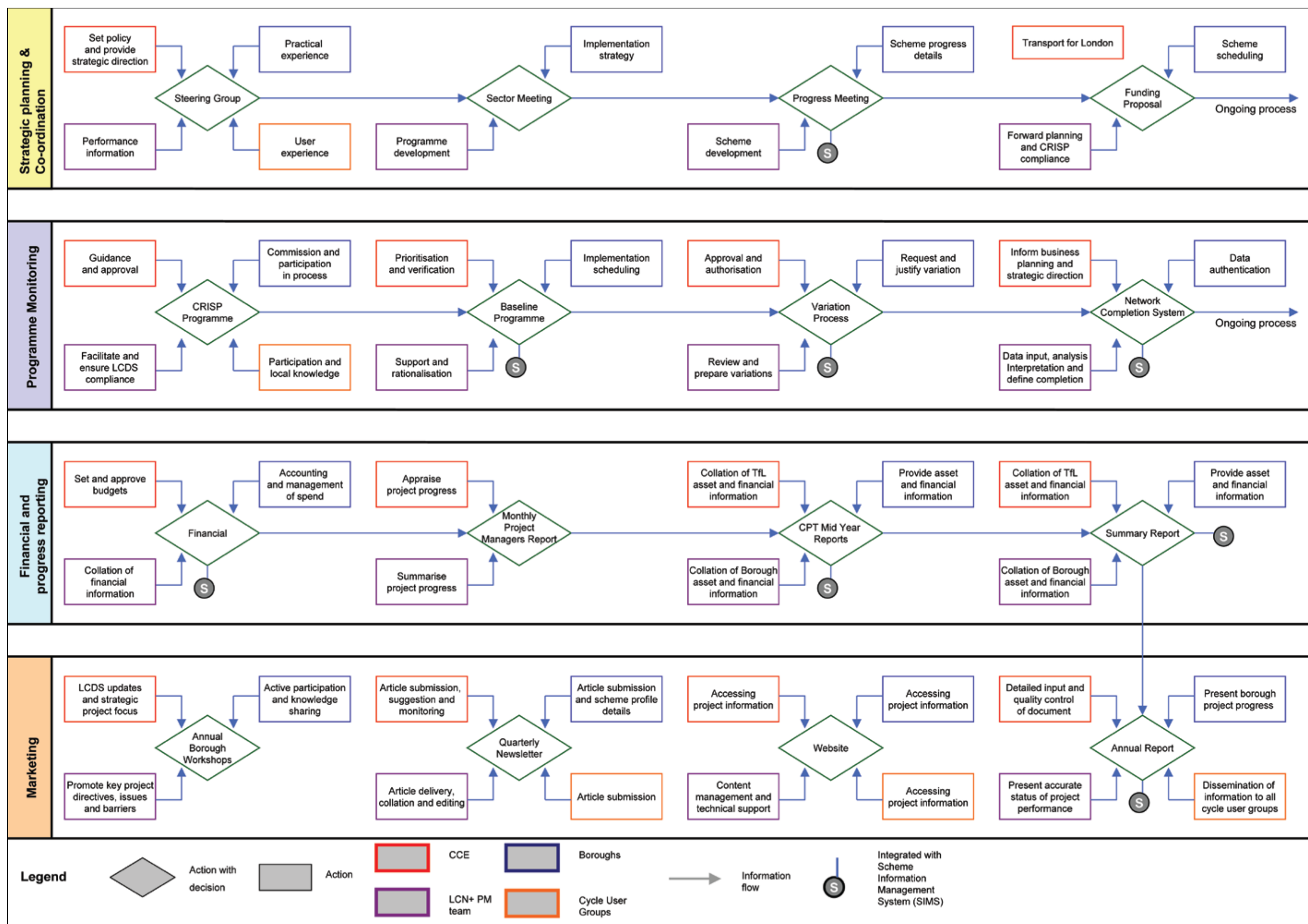
Bi-monthly reports are also prepared by the LCN+ Project Management team on behalf of the boroughs and presented to TfL.

Scheme progress within each borough is monitored by the use of Monthly Monitoring (MM) Forms, which collate financial information. Monthly progress meetings and quarterly sector meetings also offer a chance to review designs and examine implementation strategies and snagging points. Each individual borough is responsible for the implementation of schemes.

LCN+ Steering Group Meetings are held quarterly to discuss network progress and obstacles/barriers to scheme delivery, whether physical or political. Borough Cycling Officer Group (BCOG) meetings are also held quarterly to discuss LCN+ and general cycling issues. The LCN+ Project Management team administer both of these forums.

## **8.5 Team activities**

Fig 5 shows some of the processes involved in the delivery of the LCN+ project and how the partners interact with them.



## 8.6 Working with TfL Area Teams

Approximately 200km of the LCN+ network lies on the Transport for London Road Network (TLRN).

In 2006/07 the LCN+ Project Management team continued to attend the quarterly Senior Responsible Officer (SRO) meetings with the TfL cycle programme manager and the TfL principal engineers. Asset and financial information was collated in these meetings and is presented in both the TfL Road Network Development (RND) and Road Network Management (RNM) sections of this report.

The LCN+ Project Management team has played an active role as primary stakeholder in all TfL CRISPs including those only partially on the network.

## 8.7 Workshops

In July 2006 a workshop was held for the Borough Cycling Officers. The workshop was divided into three sections for the day. 1) A project review presented by the LCN+ Project Management team, 2) an update presented by members from TfL (CCE) and 3) workshops which were conducted by the LCN+ Project Management sector teams.

The project review focussed on financial monitoring, the CRISP process, Barriers to completion and the traffic signals programme.

### Key points:

- New look MM forms
- Datasheet accuracy
- Signals process guide
- Barrier prioritisation

The TfL update focussed on project progress and London Cycling Design Standards (LCDS) updates.

### Key points:

- Toucan blackout timings
- Tiger crossings
- Minimum cycle lane widths
- Delivery by end 2010

The workshops split the group by their sectors and focussed on the design check procedure, partnership interaction and design solutions to infrastructure barriers to the completion of the LCN+ by end 2010. Following these discussions a detailed list of recommendations was compiled and fed into the LCN+ Project Management team service review. These recommendations were also passed on to TfL for strategic review.



**Photo 1:** Borough Officer Workshop in process

## 8.8 Geographic Information Systems

Mapping of the LCN+ is managed using Geographical Information System (GIS) technology. The latest techniques and technologies are utilised in order to geo-code on-site photos, fine-tune the network via variations and update the Link map. During 2006/07 the LCN+ Project Management team launched and maintained the Scheme Information Management System (SIMS), a vital element of which is the geo-coded schedule of works.

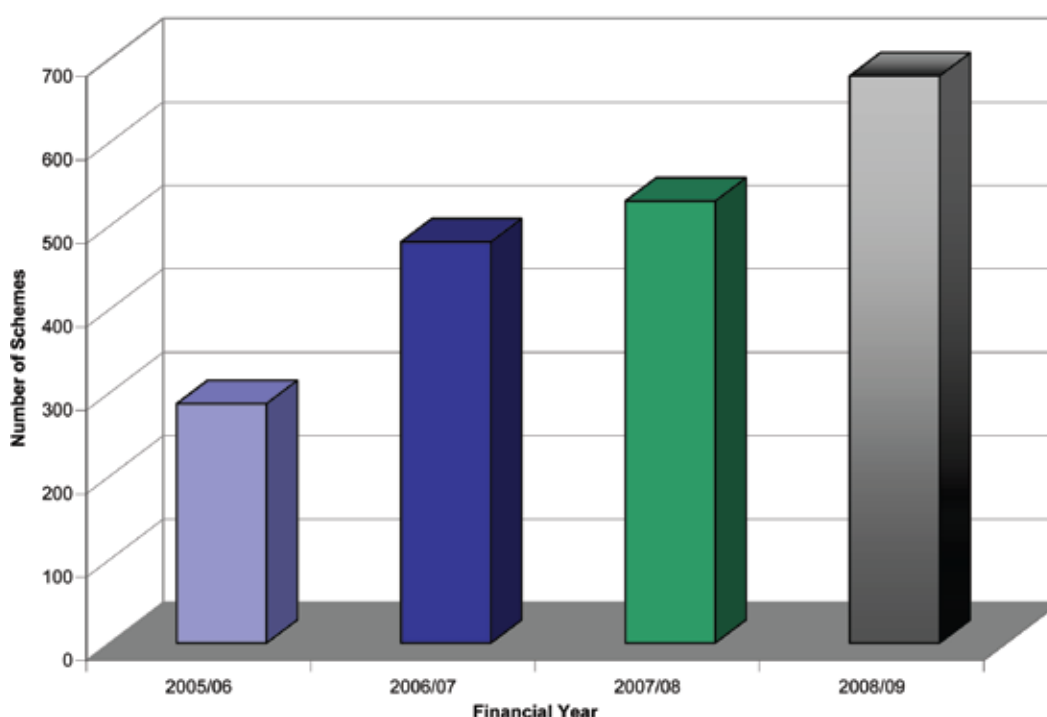


**Photo 2:** A GIS Officer performing an on-site analysis using GIS information technology

## 8.9 Scheme Information Management System

2006/07 saw 483 schemes completed on the LCN+ network compared to 287 in 2005/06. With the project and programme expanding so rapidly and each scheme phase requiring constant monitoring, evaluation and reporting a Scheme Information Management System (SIMS) was introduced to help with the efficient and effective management of this workload.

**Figure 6:** Schemes delivered and projected scheme delivery



In 2005 the LCN+ Project Management team identified constraints within the existing information management system and undertook an investigation into these data management and information systems. The findings of this investigation showed that a number of data management and maintenance systems operated in parallel with each other, resulting in numerous instances of data replication. This typically involved various stand-alone spreadsheets tracking finances, scheme details, scheme progress and assets implemented, together with GIS and spatial information related to each scheme.

The long-term objective of the SIMS is to provide a background of solid reliable data that can be utilised to develop an infrastructure network that is efficiently built to a high standard and is effectively monitored. The processes behind the SIMS will ensure the delivery of the LCN+ project can be effectively managed to maximise the benefit it will provide to the end user.

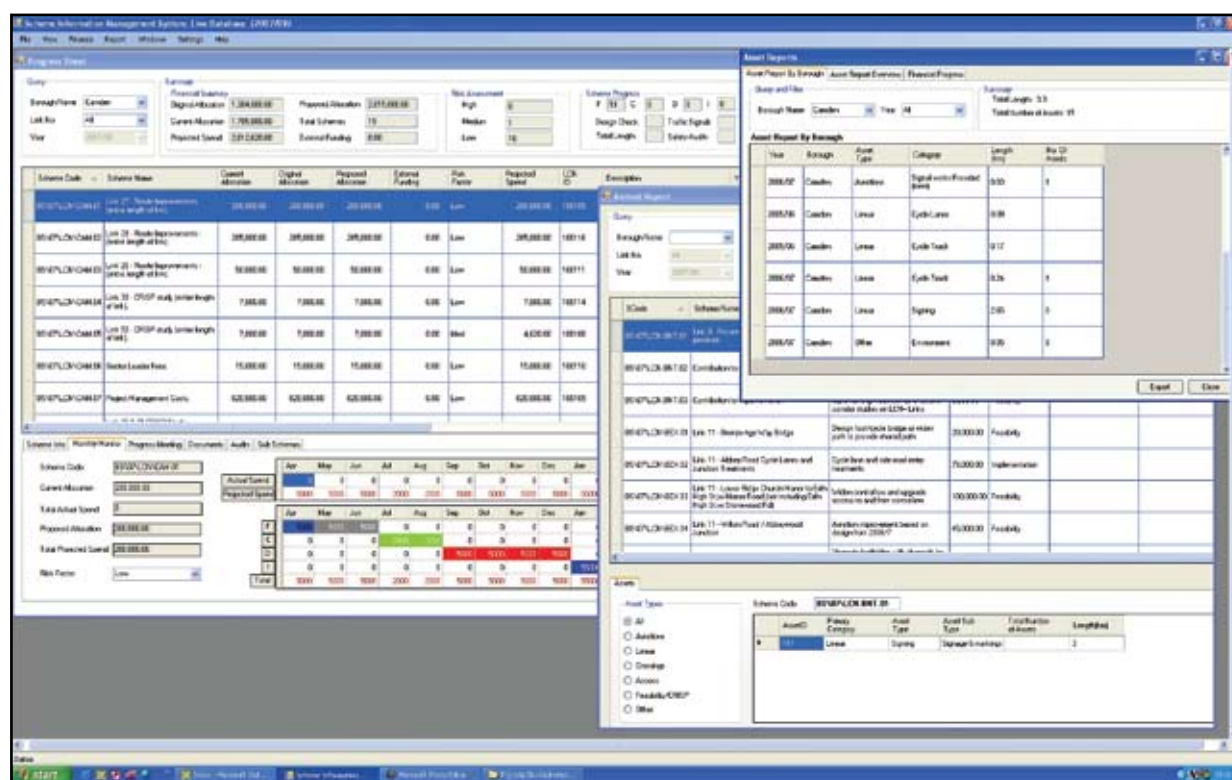
**Figure 7:** Main process area of the Scheme Information Management System

Figure 7 (above) shows the main process area of the system where detailed financial figures can be viewed and updated alongside scheme descriptions and design check/audit information. From this one page it is possible to navigate via the various tabs and boxes through all the key project management functions provided by the project management team in relation to the borough programme.

## 8.10 Website

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

2006/07 saw the LCN+ Project Management team review the LCN+ project website in consultation with TfL. The core requirements for the review were to keep the website focussed on the project in order to inform the project supply chain, remove the public specific section and therefore create no delineation between public and partner sections whilst making the public aware that the website is primarily for project management purposes and finally to link to borough and TfL websites for topics out of the project range.

The website continued to attract large numbers of visitors (4.96M in 2006/07) and has proven to be a key information and resource tool for Borough Cycling Officers and consultants. By the end of 2006/07 the website had 2,633 registered users.

## 8.11 Newsletter

During 2006/07 the newsletter expanded its distribution to include TfL principal engineers and senior executives at the London boroughs. The aim of the newsletter is to engage stakeholders & practitioners in project communication, best practice, development and delivery through targeted content. The newsletter is also dedicated to the promotion of fast, safe and comfortable conditions for cycling. All LCN+ newsletters are available to download from the LCN+ project website.

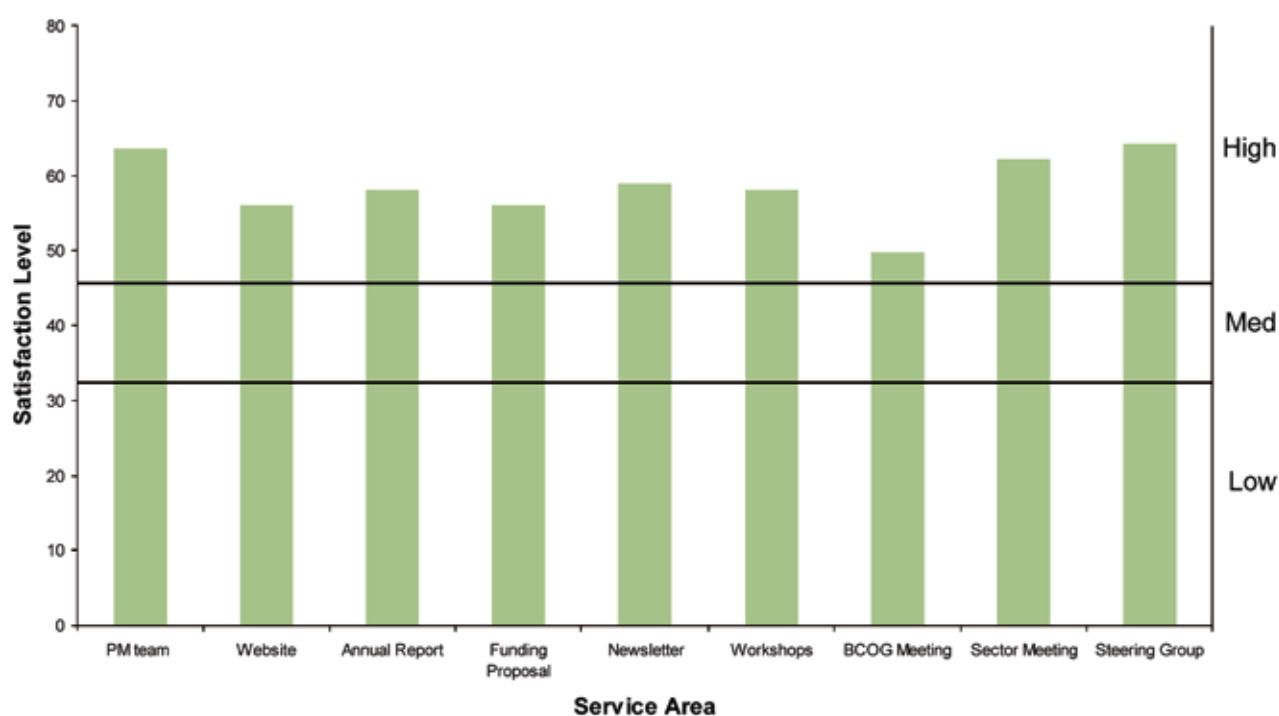
**Figure 8:** Autumn 2006 and Winter 2006/07 LCN+ Newsletters



## 8.12 LCN+ Project Management team service review

In quarter four of 2006/07 the LCN+ Project Management team undertook a survey of the services they provide with the Borough Cycling Officers. This survey was intended to help review the project management services provided and highlight deficiencies that could delay project delivery. 16 of the 33 London boroughs responded.

**Fig 9:** Service area satisfaction analysis



The project management team scored strongly in terms of their overall performance and the delivery of the annual and summary report. Room for improvement was noticeable in terms of the organisation and running of project forums. The summer workshops were used to address this issue with recommendations based on feedback from the workshops presented to TfL in September 2006.

The marketing elements of the project management teams service delivery i.e. Newsletter and Website, also scored very highly in terms of quality and presentation. It is hoped that the high standards illustrated by this exercise can be maintained for the duration of the project.

### 8.13 About the LCN+ Project Management team

The LCN+ Project Management team comprises of a project director, project manager, project co-ordinator, three sector managers, four project officers, one senior GIS analyst, one graphics/GIS officer, and one administration officer. The team is employed by Camden Consultancy Service within the Culture & Environment Directorate of the London Borough of Camden.

**Fig 10:** LCN+ Project Management Team Structure



**Below:** LCN+ Project Management team (from left to right): Anton Marais, Johnny Tyson, Alan Logan, Lailaa Jooma, Brian Deegan, Chris Williams, David Oelman, Kristian Turner, Nathan White, Brad Hamilton, Rob Curtis, John Dinunzio, Steve Cardno.



