

Local Implementation Plan (LIP)

Statement of Commitment to the London Cycle Network (LCN+)

Policy Context

The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.

The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.

LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.

Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

This authority is committed to the implementation of LCN+ network links numbered 240, 241, 244, 221, 235, 242, 223, 243, 237 and 222 on land under its control. The City Council confirms that LCN+ corridors are protected against contrary proposals. Assessments of proposals will be made in accordance with the City Council's policies, as outlined in the City Council's Replacement Unitary Development Plan (RUDP) and Local Implementation Plan.

Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.

The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.

In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users,

this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

Programme

LCN+ is programmed to be substantially completed by 2009/10.

The table below is an outline programme to deliver the LCN + network over this period.

Link Number	Route Number	Crisp Study (yr)	Works commence (yr)	Works complete (yr)
<i>Insert the link number</i>		<i>State the financial year that the CRISP study will be undertaken</i>	<i>State the financial year that the Works identified in the CRISP study will start</i>	<i>State the financial year that the Works identified in the CRISP study will be completed</i>
240	Route 0	2005/6	2006/7	2008/9
241	Route 0	2005/6	2006/7	2008/9
244	Route 5	Feasibility 03/04	2006/7	2008/9
221	Route 5	Feasibility 03/04	2006/7	2008/9
235	Route 6	Feasibility 03/04	2006/7	2007/8
242	Route 6A	2006/7	2007/8	2008/9
223	Route 38	2005/6	2007/8	2008/9
243	Route 39	Feasibility 03/04	2007/8	2008/9
237	Route 44	2006/7	2007/8	2008/9
222	Route 50	Feasibility 03/04	2006/7	2008/9

Process

The LCN+ programme for the London Borough of (*borough to insert name of borough*) will be developed with our officers and the LCN+ team at LBC.

In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).

In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.

All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/8.

This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.

This borough commits to using road safety audit procedures on cycling schemes.

Monitoring and Performance

Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.

Progress on the LCN+ programme will be measured by:

- the number of CRISP assessments completed,
- schemes designed and ready for implementation,
- additional route length delivered.

A method for measuring additional route length (based on measures of level of service) is being developed by TfL

The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.

Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.