APPENDIX FOUR: ANALYSIS FOR TEMPORARY STRATEGIC CYCLE NETWORK

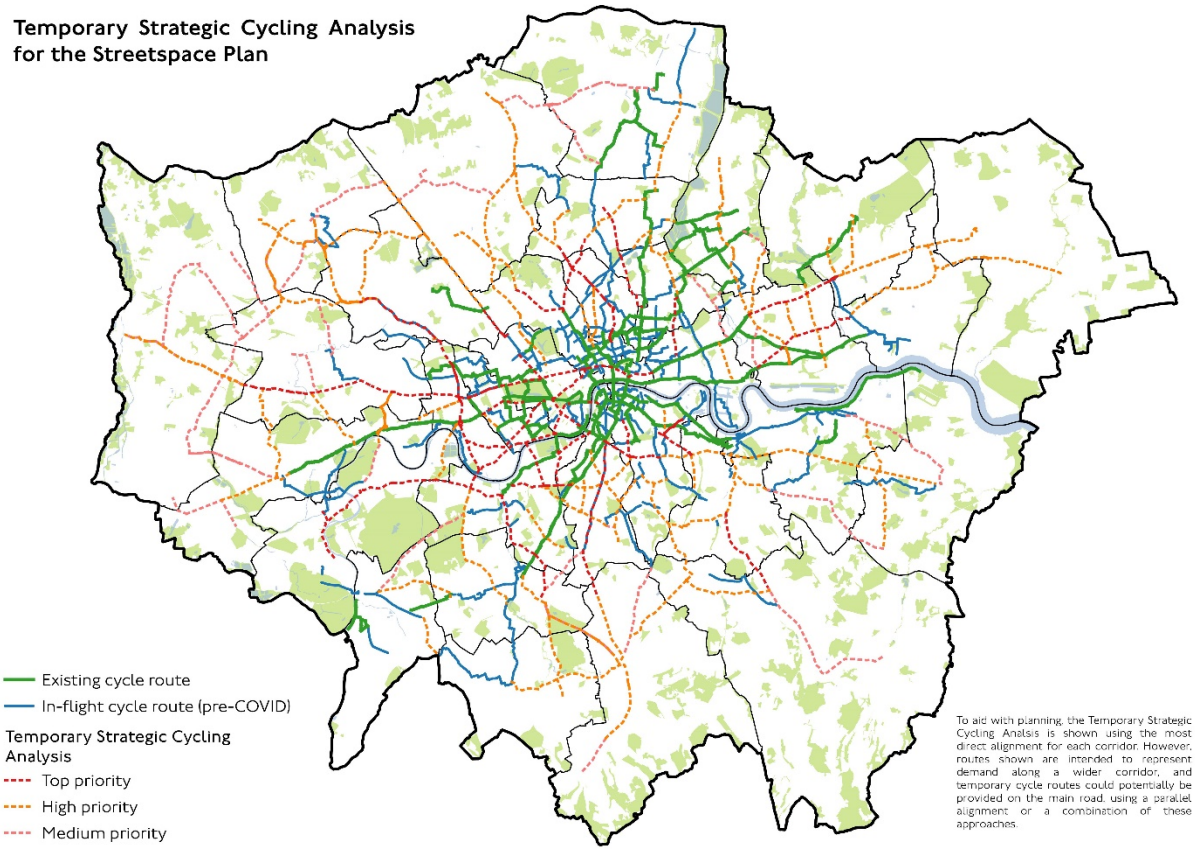
Analysis of locations where investment could support Streetspace Plan objectives

The Strategic Cycling Analysis (SCA) sets out an evidence-led blueprint for London's long-term strategic cycle network. Since the SCA was published in June 2017 both TfL and boroughs have drawn extensively on this analysis to develop proposals for new cycle routes.

We have revised the SCA in line with the objectives of the Streetspace Plan to provide an evidence-led blueprint for the Temporary Strategic Cycle Network, called the Temporary Strategic Cycling Analysis. TfL will prioritise activity in line with this framework, and boroughs are strongly encouraged to bring forward proposals that align with priority corridors identified in the Temporary SCA.

The Temporary SCA for the Streetspace Plan is shown in Figure 4.5 below. A high-resolution version of this map can be provided on request.

Figure 4.4: Temporary Strategic Cycling Analysis for Streetspace Plan



To aid with planning, the Temporary SCA is shown using the most direct alignment for each corridor. However, routes shown are intended to represent demand along a wider corridor, and temporary cycle routes could potentially be provided on the main road, using a parallel alignment or a combination of these approaches.

The data used to revise the SCA is set out in Table 4.1 below.

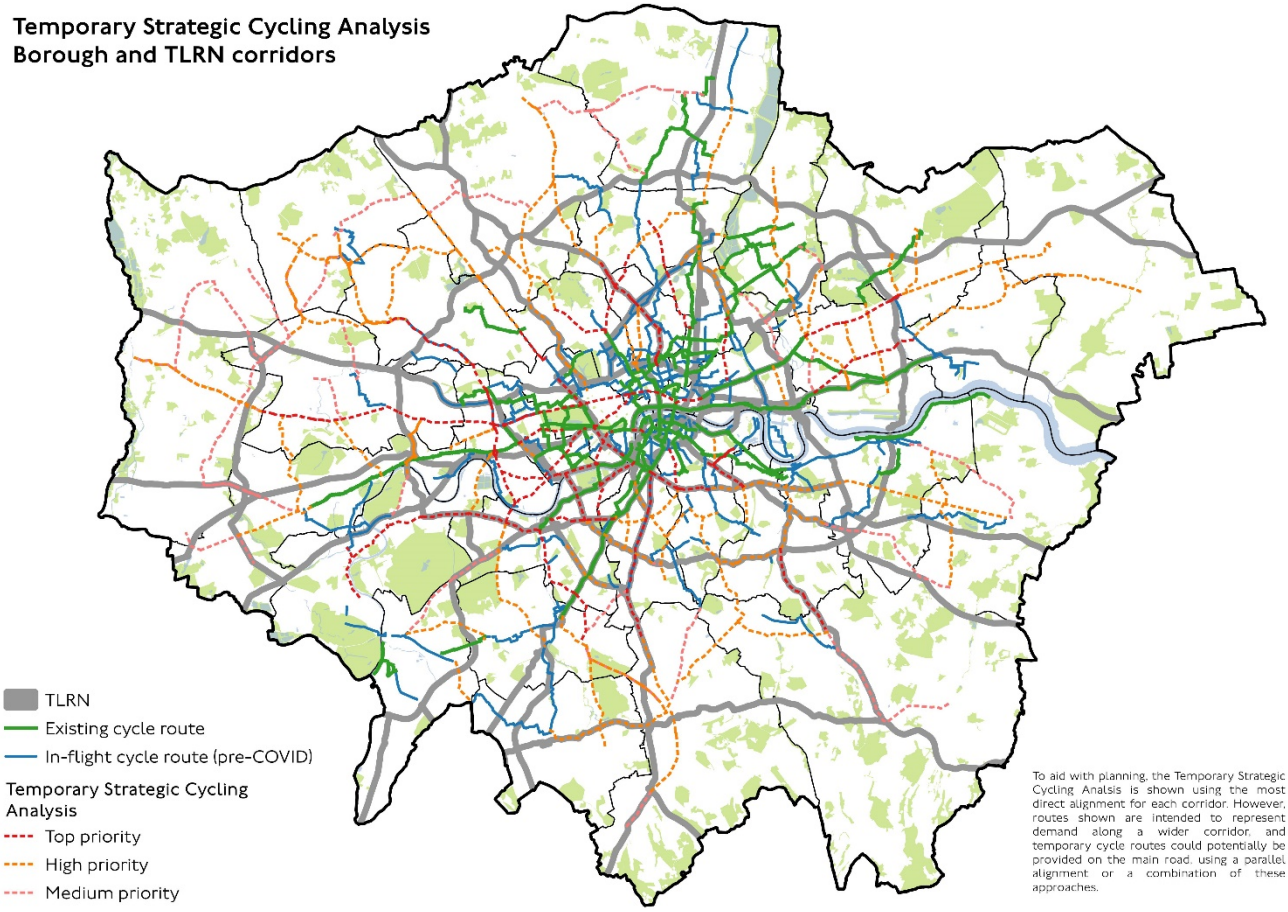
Table 4.1: Data used for Temporary SCA and comparison with SCA

	SCA (2017)	Temporary SCA for Streetspace Plan (2020)
Current demand	Current cycle flows (based on 2014 levels)	Current cycle flows (based on 2016 levels)
Potential demand	Potentially cyclable trips from all modes of transport	Potentially cyclable trips from public transport, as temporary network needs to provide clear alternative to public transport
Future growth	Estimated population and employment forecasts (2041)	Not used, as temporary network needs to serve travel in immediate term

Examples of intervention types

The Temporary Strategic Cycle Network will require new routes on both borough streets and the TLRN. Figure 4.5 below highlights routes that lie on borough streets, and routes that lie on the TLRN.

Figure 4.5: Temporary Strategic Cycling Analysis: borough and TLRN corridors

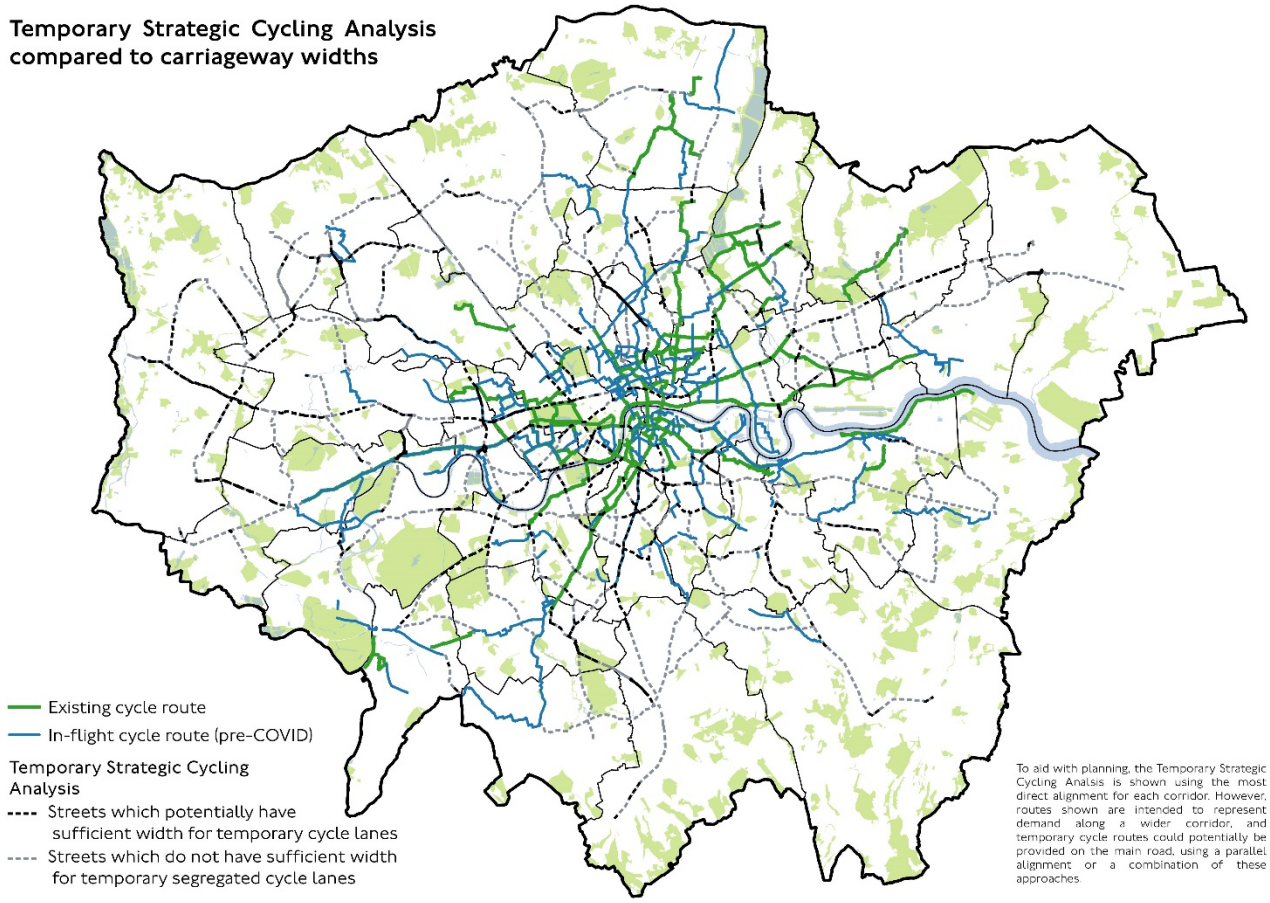


Many of London's streets will be wide enough to support temporary cycle lanes, especially when parking removal is considered. Figure 4.6 below shows an initial, indicative analysis of carriageway widths on London's roads, compared to the Temporary Strategic Cycling Analysis. Streets which are potentially wide enough for temporary cycle lanes are highlighted. However, this reflects an indicative analysis and further investigation will be necessary, including consideration of space required for pedestrians, buses and loading and servicing.

Figure 4.3 shows that, in order to provide a comprehensive and coherent temporary cycle network, we will also need to provide routes on corridors without the space for temporary lanes. On these corridors, interventions could include:

- Removing or significantly restricting general traffic from the main road, including retiming freight and servicing;
- Providing an alternative cycle route using a parallel, back-street alignment, potentially tying into Low Traffic Neighbourhood proposals;
- Measures to significantly improve the experience of cycling on the corridor, such as making bus lane operation hours 24/7 and restricting parking measures.

Figure 4.6: Temporary Strategic Cycling Analysis compared to carriageway widths



The analysis shown in Figure 4.6 will be kept under review to reflect emerging information about locations where carriageway space is required to support social distancing for pedestrians and people queuing for public transport. Data about carriageway space which is

operationally critical to the bus network and freight will also be incorporated into this analysis and provided in subsequent iterations of this guidance.

As well as consideration of access and loading for freight, it will be vital to protect the movement of essential goods and services to support the London's economic recovery. Figure 4.7 shows the roads in London which play an important role in moving freight around the city. Particular attention should be paid to the needs of freight movement when considering temporary infrastructure measures on these streets, even in locations where there is sufficient carriageway width for temporary cycle infrastructure.

Figure 4.7: London's strategic freight network