

Surface Transport Panel



Date: 22 October 2015

Item: **Cycling Portfolio Update – Delivering the Mayor’s Vision for Cycling**

This paper will be considered in public

1 Purpose

- 1.1 The purpose of this presentation is to update the Panel with a summary of the Roads Modernisation Plan Cycling Portfolio – ‘Delivering the Mayor’s Vision for Cycling’.

2 Recommendation

- 2.1 **The Panel is asked to note the presentation.**

3 Presentation – Cycling Portfolio Update

- 3.1 The presentation attached in Appendix 1 covers the following areas:

- (a) Background to the Mayor’s Vision for Cycling;
- (b) Portfolio overview and funding;
- (c) Progress to date;
- (d) Key challenges; and
- (e) Governance and ensuring benefits realised.

List of appendices to this report:

Appendix 1: Presentation – Cycling Portfolio – ‘Delivering the Mayor’s Vision for Cycling’

List of Background Papers:

None

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Surface Transport Panel

Road Modernisation Plan Portfolio: Delivering the Mayor's Vision for Cycling

22 October 2015



Purpose / Contents

- This slide deck sets out a summary of the progress made against the Roads Modernisation Plan Cycling Portfolio - '*Delivering the Mayor's Vision for Cycling*'

Contents

- Background to the Mayor's Vision for Cycling
- Portfolio overview and funding
- Progress to date
- Key challenges
- Governance and ensuring benefits realised
- Next steps



Road Modernisation Plan: £4bn of investment to 2021/22

- Cycle Vision Portfolio: £913m of investment to 2021/22

1 Ensuring our roads assets are fit for the future

2 Keeping London moving

3 Delivering a programme of major highway improvements

4 Achieving a 40 per cent reduction in fatalities and serious injuries on London's roads by 2020

5 Delivering the Mayor's Vision for Cycling:

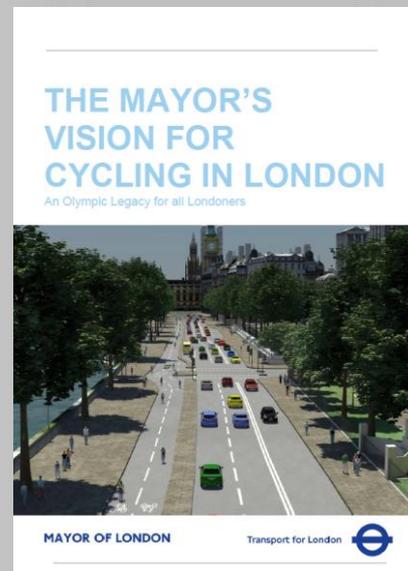
More and Safer Cycling:

- Achieving 1.5m cycling journey stages per day by 2026
- Contributing to a 50 per cent reduction in fatalities and serious injuries on London's roads by 2020



The Mayor's Vision for Cycling: Background

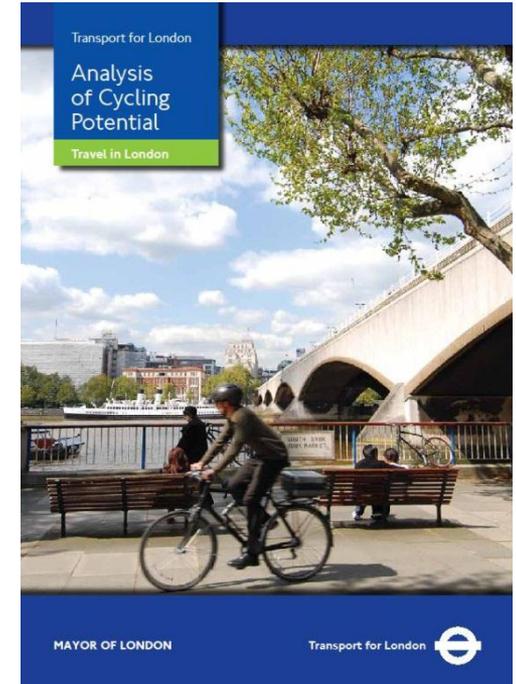
- Cycling is already a major mode of transport in London with 610,000 journeys a day made by bike in 2014, representing a significant growth from 320,000 cycling journeys a day in 2001.
- The number of cycling trips now equates to ten per cent of all bus passenger trips in London, one fifth of all tube passenger trips, or 100 per cent of all District line trips.
- The steady growth to date in cycling over the last 15 years is a result of sustained investment by TfL since its creation in 2001, working jointly with the London boroughs, to create the London Cycle Network (LCN) and LCN+, as well as the early Cycle Superhighways.
- In 2010, the Mayor pledged to go further and set an ambitious target to increase the amount of cycling in London to 1.5 million journeys per day by 2026 (a 400 per cent increase from 2001).
- This growth ambition is based on TfL analysis which demonstrates that enhanced investment in cycling infrastructure would not only improve the "level of service" for existing cyclists, but also ensure that cycling - as a very cost-effective form of "mass transit" – would help to meet the wider growth in demand on London's transport system.
- The 'Mayor's Vision for Cycling' (2013) outlined how £913m in investment identified in the TfL Business Plan, would be directed over the next ten years to achieve the Surface Transport Principal Outcome of '**More and safer cycling: enabling more people to cycle, more safely, more often**'.
- The Vision is not just about the number of cycling journeys, but also the **normalisation** of cycling, to make cycling a mainstream mode of transport, attracting people of all ages and backgrounds to cycle in every London borough. Improving safety is key to this.
- The Vision was developed using robust transport planning analysis to target investment to where it would have most impact and attract a wide range of new cyclists.



Mayor's Vision for Cycling: Planning Rationale

The Vision portfolio comprises a package of measures based on robust transport planning evidence. The key evidence used to design the Vision included the following:

- ***The Analysis of Cycling Potential*** report identified specific areas of the city where potential demand for cycling was high, including outer London where 63 per cent of London's potential cycle trips have an origin.
 - ***TfL market segmentation analysis*** showed a new potential cycling market beyond the existing market, which is dominated by males between the age of 25 and 45; with 55 per cent of potential new cyclists identified to be female, 11 per cent to be over 55, 14 per cent to be under 15, and 35 per cent to be from ethnic minorities.
 - ***TfL's Attitudes to Cycling survey 2012*** demonstrated that 'safety', or 'perception of safety', was the number one deterrent for 75 per cent of those thinking of taking up cycling.
 - Research including ***Attitudes to Cycling*** and the ***2012 Cycle Route Choice Survey*** showed that many potential cyclists are not comfortable cycling in traffic and require high-quality, segregated routes if they are to begin cycling.
- TfL has utilised this evidence to design a portfolio containing the best mix of measures- **both infrastructure and non-infrastructure** - that will overcome barriers to cycling.
 - The Vision targets geographic areas and routes with the highest number of potential cycle trips.



Mayor's Vision for Cycling: Planning Rationale

- The Vision business case sets out how the specific measures will address the evidenced barriers to cycling to unlock new cycling markets and achieve the target of 1.5m cycling journey stages per day by 2026.
- The analysis underpinning the business case analysis demonstrates that a 'do-minimum' option would not overcome the barriers set out below, and subsequently not achieve the required growth in cycling by 2026.

Elements of the Mayor's Cycling Vision		Fear and vulnerability	Lack of infrastructure	Identification and attractiveness	Feasibility and alternatives	Access to a bike	Physically	Lack of Confidence
Tube Network for the Bike	Cycle Superhighways	✓✓	✓✓✓		✓		✓	✓
	Crossrail for the Bike	✓✓	✓✓✓	✓	✓		✓	✓
	North South Cycle Superhighway	✓✓	✓✓✓		✓		✓	✓
	Quietways	✓✓	✓✓	✓✓	✓		✓	✓
	Greenways	✓	✓	✓	✓			✓
	Central London Cycling Grid	✓✓	✓✓	✓	✓		✓	✓
	Mini Hollands	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓	✓
More People Travelling by Bike	Cycle Hire	✓✓	✓	✓✓	✓✓✓	✓✓✓	✓	✓
	Cycle parking	✓✓	✓			✓✓		
	Cycle to School Partnerships	✓	✓✓	✓✓	✓✓		✓	✓
	TfL led marketing - Growing cycling			✓✓	✓	✓	✓✓	✓✓
	Support for Ride London			✓✓			✓	
	Support for Tour of Britain			✓			✓	
	Support for Tour de France			✓			✓	
	Biking Boroughs & Borough Cycling Programme	✓	✓	✓	✓			✓
Police and company e-bikes trial				✓	✓	✓		
Safer Streets for the Bike	Better Junctions	✓✓	✓✓					
	Cycle safety: Borough led and cycle training	✓✓	✓✓	✓✓	✓✓		✓	✓✓✓
	Cycle safety: marketing & campaigns	✓✓		✓✓✓	✓✓	✓	✓✓	✓✓
	Cycle safety: TfL led initiatives	✓	✓					
	Cycle safety: work with universities	✓			✓			✓✓
	Cycle safety: work with workplaces	✓	✓✓	✓	✓	✓✓	✓	✓✓
	Anti-social enforcement operations	✓✓✓	✓			✓		✓
Better Places for Everyone	Monitoring and research (TfL and Borough)	✓	✓	✓	✓	✓	✓	✓
	Wayfinding improvements	✓	✓	✓	✓✓			✓✓
	London Cycling Design Standards	✓✓	✓✓	✓	✓	✓		✓

Addressing barriers to cycling:

The diagram on the left demonstrates the contribution of the *infrastructure* and *non-infrastructure* schemes to overcoming specific barriers to cycling in London, as identified in the Vision business case

- Following identification of the measures required, the specific routes for infrastructure elements were identified based on robust route demand analysis, as set out in the following slide.



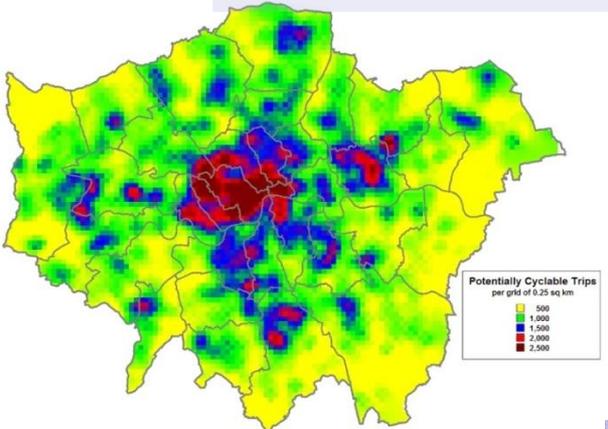
Mayor's Vision for Cycling: Planning Rationale

- Using planning tools to target investment where it will have greatest impact

- Using 'Analysis of Cycling Potential' Stage 1 analysis show the areas of London with the highest number of cycleable trips (red areas denote the highest number of potential trips)

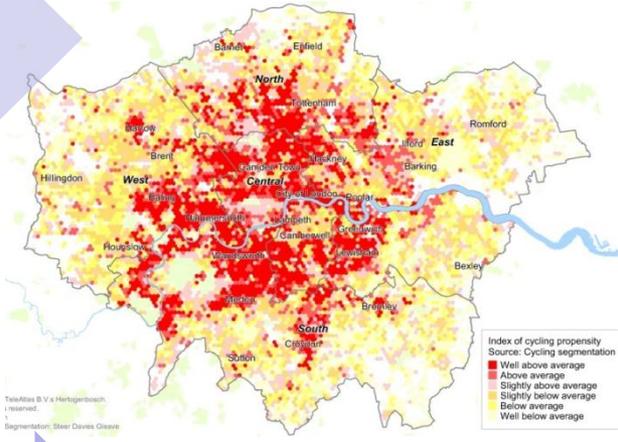
A robust planning framework was used to design cycle routes based on joining poles of attraction and overcoming barriers faced by new cyclists

1. Identify the potentially 'cycleable' trips across London



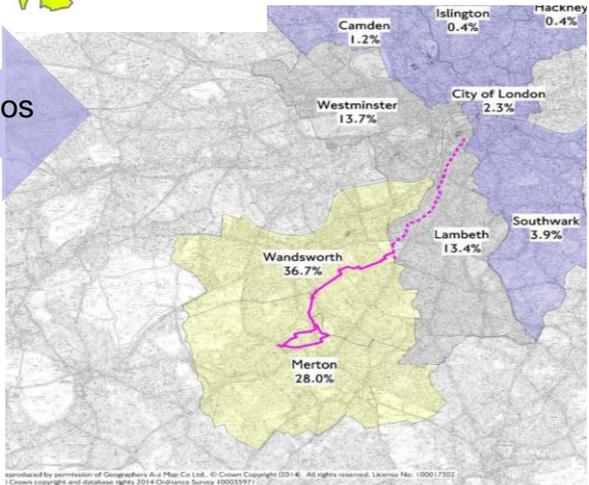
2. Identify where there is a high propensity to cycle

- Using Cycle Market Segmentation Analysis, Stage 2 then identifies where residents with the highest propensity to cycle live (denoted by red areas on the map to the right)



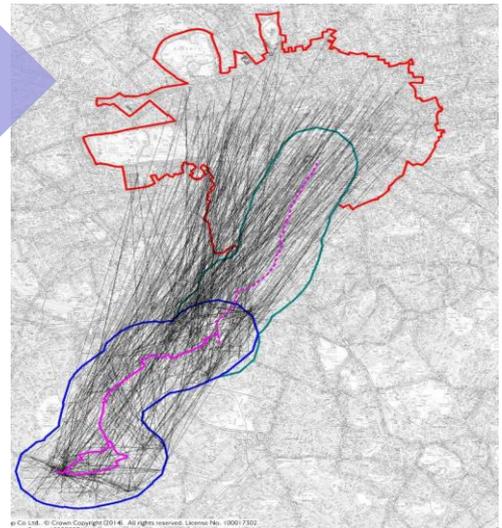
3. Map route scenarios

- Stage 3 plots a route scenario – i.e. a route that best connects the areas identified in stages 1 and 2. In this case the example of a new Quietway is shown.



4. Use the toolkit to forecast demand on selected route

- Stage 4 uses a transport modelling demand tool to quantify the demand on the preferred route by plotting all the individual trips that would benefit from the new route (each black line denotes one potential trip)



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Mayor's Vision for Cycling: Portfolio objectives

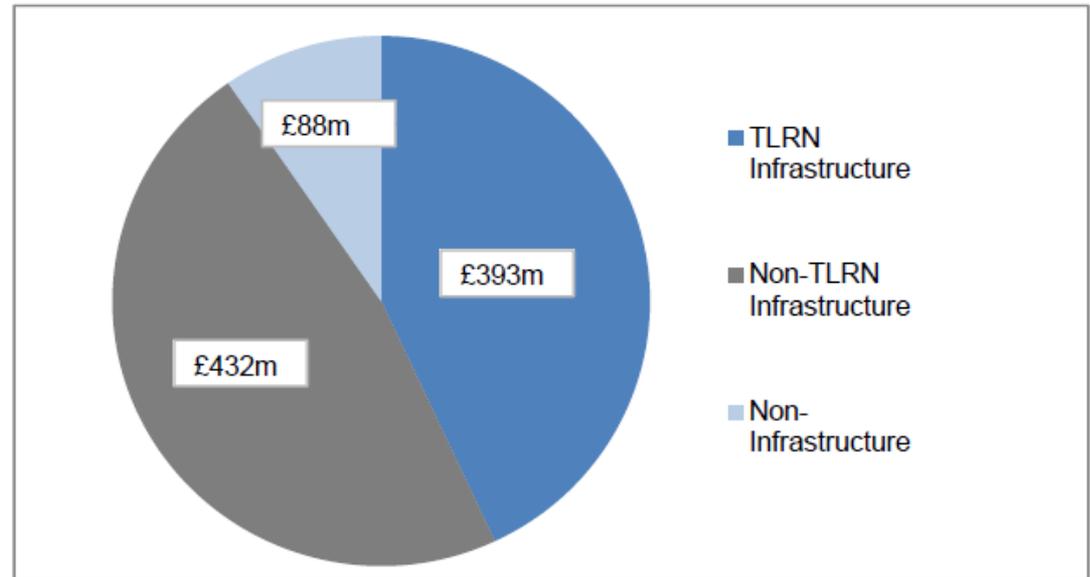
- Schemes within the Vision are designed to support the Mayor's ambition to make London a 'cyclised' city and to deliver against the Surface Transport Principal Outcome of '**More and safer cycling: enabling more people to cycle, more safely, more often**'.
- The schemes also deliver against other Surface Transport Principal Outcomes:
 - '**Reduced casualties: continuing the downward trend in casualties on London's roads and public transport networks**'.
 - '**Improving the environment: continuing to deliver environmental improvements, including improving the natural environment and air quality, and reducing CO2 from ground based transport and impacts of noise**'.
 - '**Safer and more efficient deliveries: supporting more sustainable patterns of the freight delivery of goods and services**'.
- The success of the portfolio is measured by Surface KPIs:
 - '*% growth in the number of kilometres cycled on an average weekday based on representative manual counts within central London*'
 - '*TLRN Cycling Index (count, index with March 2000 equal to 100)*'
 - '*to contribute towards a 50 per cent reduction in 'killed and seriously injured' (KSIs) on London's roads by 2020*'



Mayor's Vision for Cycling: Portfolio budget

- As set out in the TfL Business Plan. TfL is investing £913m in cycling to 2021/22.
- The Vision budget is directed towards three key core funding areas:
 - Infrastructure – TfL
 - Infrastructure – non TfL
 - Non Infrastructure
- This allocation of funding is based on the optimal contribution that each of the three areas can make to unlocking barriers to cycling across London, as set out in the planning rationale. All three types of investment are needed to effectively address all the barriers to cycling
- As result of this allocation, the Business Case includes a strong Benefit : Cost ratio of 2.9 : 1
- A detailed budget breakdown for each of these work areas is contained in the table on slide 10

Allocation of budget (£m), 2013-2022



Mayor's Vision for Cycling: Portfolio budget

- The detailed breakdown of Vision funding allocation from 2013 to 2022 is set out below:

Emerging Q2 Forecast - Cycling Vision				£m		
				2015/16	2013-2022	
Cycle Vision Portfolio	Infrastructure	TLRN	Cycle Superhighways	77	193	
			Better Junctions	16	104	
			Cycle Hire expansion and improvements	10	82	
			TLRN improvement schemes	1	9	
			Wayfinding Improvements	1	6	
		TLRN Infrastructure Total			105	393
		non-TLRN	Greenways	0	6	
			Biking Boroughs	0	3	
			Mini-Hollands	21	100	
			Central London Grid	6	54	
	Quietways (non Grid)		14	122		
	non-TLRN Infrastructure Total			61	432	
	non-Infrastructure	TfL led marketing and road events	2	27		
Cycle Safety initiatives		4	29			
Police and company E-Bikes trial		0	0			
Anti-Social Enforcement Ops		1	8			
Borough Staffing, Portfolio Management and Monitoring		3	23			
non-Infrastructure Total			10	88		
Overprogramming provision				[31]		
Total				145	913	



The Mayor's Vision for Cycling: Progress to date

- As set out in the planning rationale (slide 6) all schemes fall within one of four delivery elements of the Vision:
 1. **A tube network for the bike** - Providing a network of cycle routes across London
 2. **More people travelling by bike** - Making cycling a mainstream and popular mode of transport
 3. **Safer streets for the bike** - A range of measures to improve cycle safety at junctions and to improve HGV safety
 4. **Better places for everyone** - More cycling will benefit everyone, not just cyclists
- Delivery of the current phase of the Vision is programmed to be completed beyond 2021/22.
- Further investment will be required to support further growth in cycling and further improve cycle safety.
- The following section sets out early progress against each of these elements and progress against the Vision KPIs.



Delivery element: A tube network for the bike

The following progress has been made on the Vision:

Cycle Superhighways

- Work underway on phase 1 of East/West and North/South Cycle Superhighways – completion due in Spring 2016.
- Cycle Superhighways 1 and 5 are also under construction, with CS1 due to complete in April 2016 and CS5 (inner) due to complete in October 2015.
- Cycle Superhighway 2 upgrade is due to complete in April 2016.

Quietways

- Construction work is nearing completion on Quietways 1 – Waterloo to Greenwich, and Quietway 2 Bloomsbury to Walthamstow, including the Millwall link on Q1 – completion due late 2015.
- Consultations underway on other pilot routes.
- Delivery of remaining five pilot routes due by end of 2016; Q3 – Regents Park to Gladstone Park; Q4 – Clapham Common to Wimbledon; Q5 Waterloo to Croydon; Q6 – Aldgate to Hainault and Q7 – Elephant and Castle to Crystal Palace.

Central London Grid

- Work continues on phase 1, with 13 schemes now complete and seven schemes currently being constructed.
- As of the end of August 2015, consultation has been completed on 22 schemes, with 3 schemes being consulted upon. September 2015 sees consultation open on a further 6 schemes and construction commence on 4 schemes.
- 50 per cent of the Grid will be completed by end of 2016. Once completed, the Grid will consist of two types of routes:
 - 20 miles (25 per cent) of the Grid will be higher-intervention Cycle Superhighways, largely segregated and on main roads.
 - 60 miles (75 per cent) will be lower intervention Quietways, mainly on back streets.

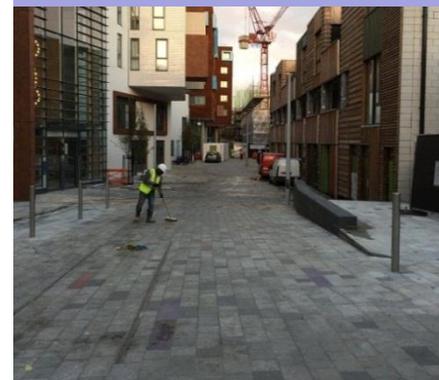
St. George's Circus, N/S Superhighway



Whitechapel High Street, CS2



Q2 in RB Greenwich



Delivery element: More people travelling by bike

The following progress has been made:

Cycling Workplaces

- 'Cycling Workplaces' is a scheme which offers London employers products and services to help kick-start and promote cycling amongst their employees.
- Since launching in September 2014, over 700 businesses have registered for the scheme representing 130,000 staff.

Cycle Hire

- New sponsor for Cycle Hire, Santander, introduced in 2015.
- New app launched to make hiring a bike even easier.
- Highest ever trips in one day recorded (over 70k).
- Expansion of the scheme to Queen Elizabeth Olympic Park due in 2016.

Superhubs and Cycle Parking

- Major Cycle Superhub planned for delivery at Waterloo station with parking places for thousands of cycles.
- Suburban hubs with 100+ spaces will be delivered at outer London stations with first schemes in Hounslow, North Greenwich and Romford due to be completed in 2016.
- TfL is on track to meet the Mayor's target of 80,000 cycle parking spaces to be delivered by 2016.

Cycle training

- Across London, 27,381 children took Bikeability Level 1. Of these, 24,207 went on to take the Level 2 course and 580 took Level 3.
- A Bikeability Plus pilot underway in three boroughs - Lambeth, Waltham Forest and Enfield.
- In 2014/15, there were also 7,910 adult cycle training sessions completed.



Delivery element: Safer streets for the bike

The following progress has been made:

Better Junctions

- In 2014, we undertook a number of public consultations:
 - Oval Triangle
 - Stockwell Cross
 - Old Street Roundabout
 - Vauxhall Cross
 - Elephant & Castle Northern Roundabout
 - Wandsworth Town Centre Gyratory
 - Archway Gyratory
- Construction is now underway at Oval and Elephant & Castle with works to begin at Stockwell and Archway in late 2015 / early 2016.

Safer Lorry Scheme (SLS)

- The SLS launched on 1 September 2015. This scheme mandates that all Heavy Goods Vehicles (HGV) travelling in London Boroughs must be fitted with basic safety equipment.
- The SLS was introduced to combat the issue that some HGVs can legally operate without basic safety features such as side bars and close proximity (Class V and VI) mirrors.

Fleet Operators Recognition Scheme (FORS)

- TfL developed the FORS programme to provide clear standards for vehicles and drivers
- Thousands of lorry drivers have already undertaken training to raise awareness of cycle safety, including on-bike training in order to gain a first hand experience of cycling in London.

Construction Logistics and Cycle Safety (CLOCS) / Safer 'Higher Vision' Trucks programme

- The CLOCS Standard was introduced, which ensures safer vehicles and better trained drivers on London's roads; enables organisations to better manage their Work Related Road Risk, and encourages best practice and improved operational practices across the construction logistics industry. Alongside CLOCS, a three year 'Safer Trucks' programme has been initiated to accelerate the development, supply and wider uptake of heavy goods vehicles with improved driver vision.

Exchanging Places

- The Metropolitan Police run 'Exchanging Places' events across London offering cyclists the opportunity to sit in the cab of an HGV to experience the extensive blind spots that exist on large vehicles.
- The Metropolitan Police has recently acquired their own HGV cab for use at these events.



Delivery element: Better places for everyone

15

- Central to the Vision is that cycling should benefit everyone – through making places more attractive, 'liveable' and safe.
- 'Better Places for everyone' is designed into all programmes, however it is within the three Mini-Holland areas where cycling infrastructure is specifically being delivered to improve the urban realm and enhance local economic vitality.

Mini-Hollands boroughs

- **Waltham Forest**

- Construction started on schemes including Walthamstow Village and Ruckholt Road.
- Consultations are underway on other schemes. 59 per cent of schemes will be completed by end of 2016.

- **Enfield**

- Construction started on Enfield Town – Meridian Water Quietway route. 55 per cent of schemes completed by end of 2016.

- **Kingston**

- Consultations underway on a number of schemes. 47 per cent due for completion by end of 2016.

Ruckholt Rd scheme, in progress



Enfield Town to Meridian Water QW site



Portsmouth Road visualisation



Mayor's Vision for Cycling: Progress towards KPIs

TfL monitors Vision progress against KPIs. The year 2014/15 saw continued growth in the numbers of cyclists on the TLRN and in Central London, and improved safety for cyclists

Surface Transport KPI:

TLRN Cycling Index (count, index with March 2000 equal to 100)

(New) Surface Transport KPI:

'% growth in the number of kilometres cycled on an average weekday based on representative manual counts within central London'

Surface Transport KPI:

'to contribute towards a 50 per cent reduction in 'killed and seriously injured' (KSIs) on London's roads by 2020'

- Cycling journeys on main roads in London increased by 11 per cent (from April 2014 to April 2015) to the highest levels ever recorded.
- This represents a 243 per cent increase in Cycling journeys since 2001/02.
- A new cycling KPI (see left) was developed and introduced this year and was reported on for the first time for quarter 1 of 2015/16. This new KPI shows that cycling has increased from the same quarter last year by nearly 3 per cent.
- TfL cycle safety data shows that 2014 was the safest year on record for cyclists.
- There was a 12 per cent drop in the number of cyclists killed and seriously injured on the Capital's roads from 2013 (489 KSIs) compared to 2014 (432 KSIs), bringing the cycling casualty rate down to the lowest ever recorded.



Mayor's Vision for Cycling: Key Challenges

In the first two years of delivering the Vision Portfolio, TfL has faced a range of challenges:

- Addressing ongoing public concern about high profile casualties as demonstrated by media coverage of cycle fatalities. Whilst KSI rates are falling, the numbers of slight cycling casualties has also risen slightly from 4,134 in 2013, to 4,714 in 2014. The continuous improvement of safety for cyclists is a high priority for TfL as set out in the Cycle Safety Action Plan
- Mitigating the traffic and bus impacts of the combined delivery of new Superhighways, Quietways, and other major schemes
- Supporting delivery on borough roads by ensuring boroughs have sufficient delivery resource (particularly for Quietways, Central London Grid and Mini-Hollands) and necessary consents are in place for working on borough roads
- Continuing to demonstrate the wider business benefits of cycling. Public support of cycling schemes remains strong, but criticisms of schemes such as the EW and NS Cycle Superhighways have been voiced from a section of the business community, taxis and some freight operators



More than 1,000 cyclists stage a mass 'die-in' safety protest after six riders are killed in London in the space of just a month



HOME NEWS SPORT FOOTBALL SHOWBIZ GOING OUT STAYING IN LIFESTYLE FASHION & BEAUTY

Evening Standard comment: London needs these cycle superhighways

UK world politics sport football opinion culture business lifestyle fashion environ

home > environment climate change wildlife energy pollution

Cycling
Bike blog

London's Mini Holland trial road closures divide opinions

Boris Johnson's cycling superhighway scheme is causing friction with locals, but not all are opposed to going Dutch

Laura Laker

Monday 13 October 2014
16:04 BST



< Shares 77
Comments 49

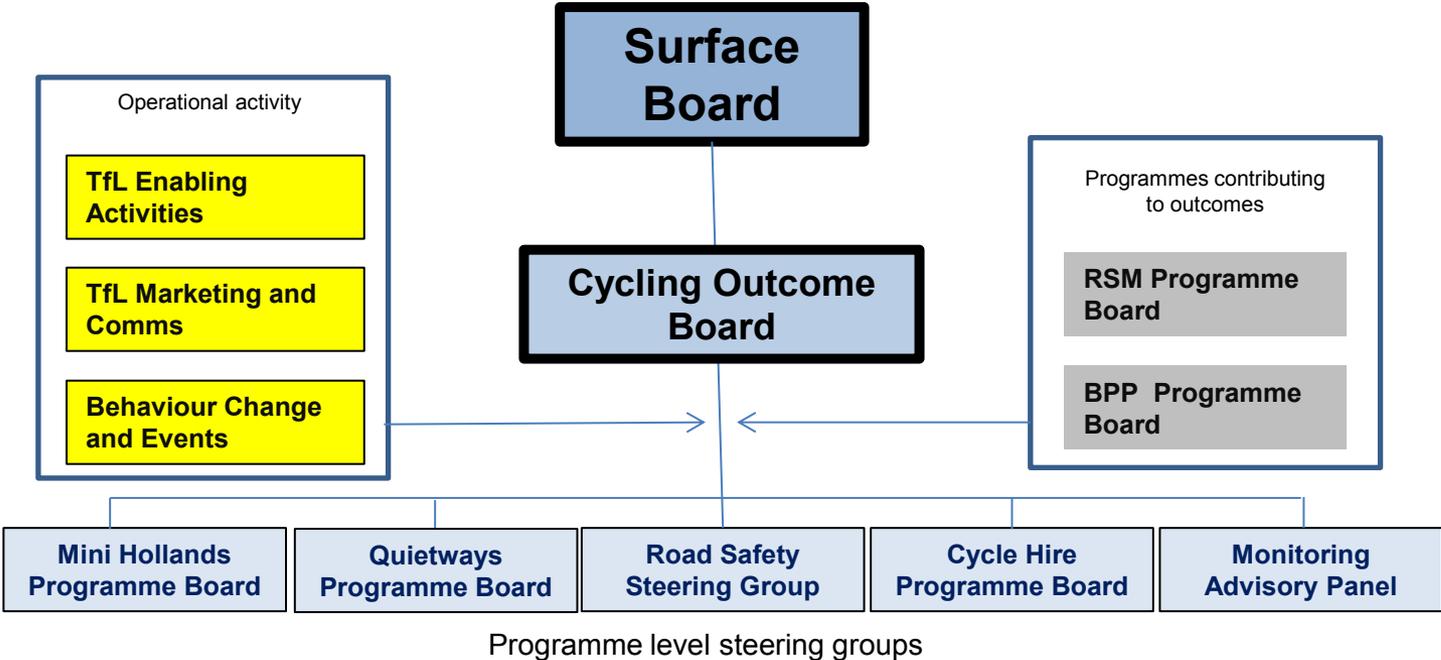


Mayor's Vision for Cycling: Governance and evaluating the benefits of the Vision

- In order to address the emerging challenges, and ensure that TfL maximises the benefits arising from the portfolio investment, 2014/15 has seen considerable work take place on developing the Vision monitoring, modelling and analytical systems and governance.
- A robust governance process is in place to oversee Vision delivery and address any challenges. The governance was commended by the IIPAG external review in 2014.
- The IIPAG review of the Vision in 2014 made a number of clear recommendations, including:
 - *'Regular and comprehensive monitoring of the benefits derived from the implementation of the portfolio'*
 - *'The Business Case is updated'*
- The year 2014/15 has therefore seen the development of the following initiatives:
 - Cycling Vision Monitoring Strategy
 - TfL internal monitoring governance – Memorandum of Understanding governing all TfL cycling teams, and development of a Monitoring Advisory Panel
 - Development of a suite of bespoke cycling modelling software and internal TfL governance through the Cycle Demand Evaluation Response (CYDER) group
 - Updated Business Case for Cycling

Mayor's Vision for Cycling: Governance

- The Vision is subject to a rigorous governance process that allows TfL to develop and refine the delivery programme over time.
- The Vision portfolio received authority from TfL Board on 4 February 2014.
- Oversight and programme approvals are governed by Surface Transport Board.
- TfL has established a Cycling Outcome Board, a high-level internal board to ensure the Vision portfolio delivery is on track, reporting to Surface Transport Board.
- Each major programme within the Vision has a governance group to oversee delivery.
- In addition, the Vision portfolio is subject to an annual external review through the IIPAG process.

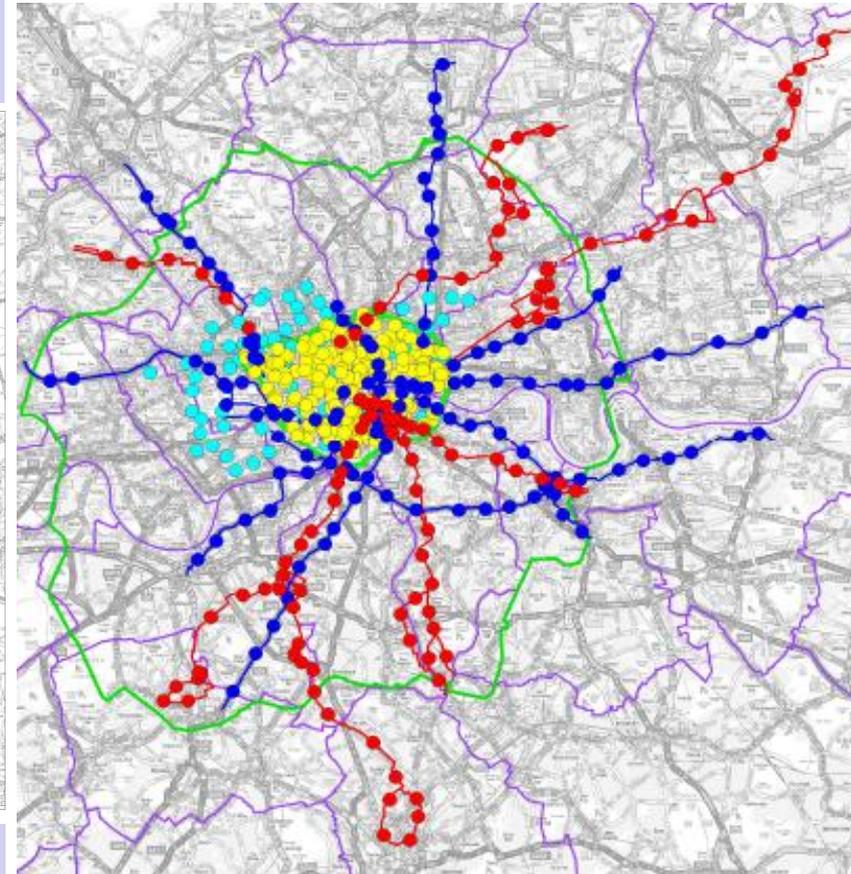
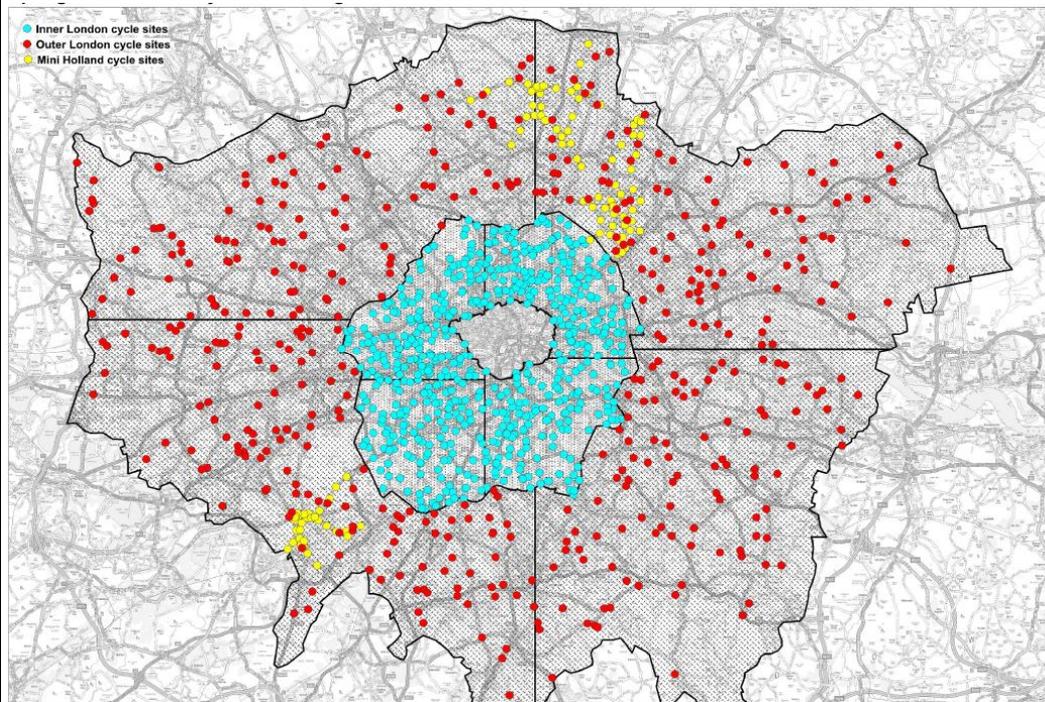


Mayor's Vision for Cycling: Delivering the Vision

- Evaluating the benefits of the Vision

- As recommended by the IIPAG external review, a full monitoring strategy has now been completed and signed-off by the Cycling Outcome Board.
- Through this strategy, TfL will report on the impact of the investment programme, evaluating the benefits and informing future delivery of the cycling portfolio.

- The map below illustrates TfL's Central London count sites (yellow) plus an extensive programme of intercept surveys along our routes (blue and red)

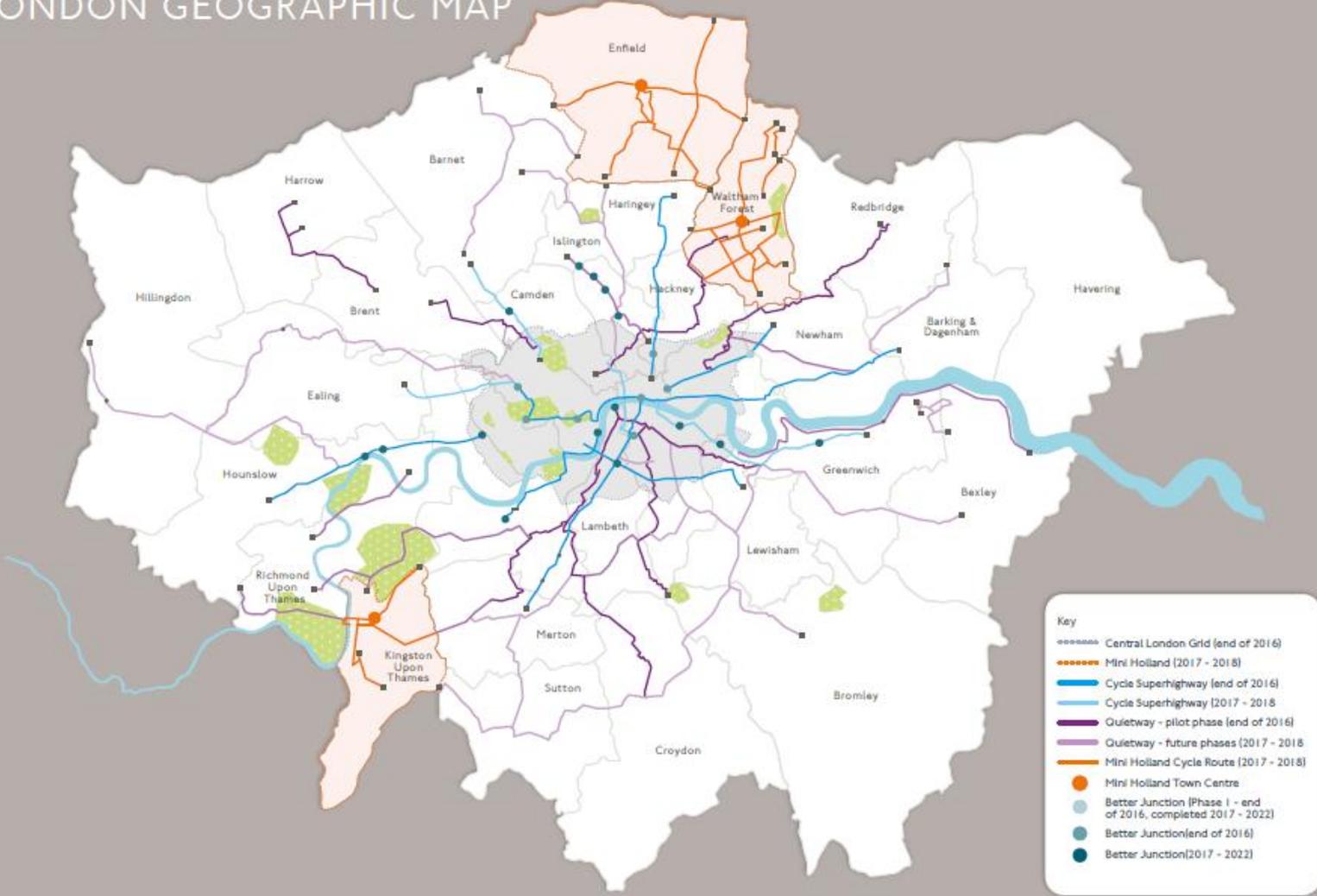


- TfL's monitoring strategy is underpinned by an extensive programme of manual cyclist counts that will be undertaken by TfL over the Vision's lifetime
- The London map above shows Outer London cycle count sites (red), Mini-Holland sites (yellow) and Inner London count sites (blue)



Mayor's Vision for Cycling by 2022

LONDON GEOGRAPHIC MAP



Mayor's Vision for Cycling: Summary and next steps

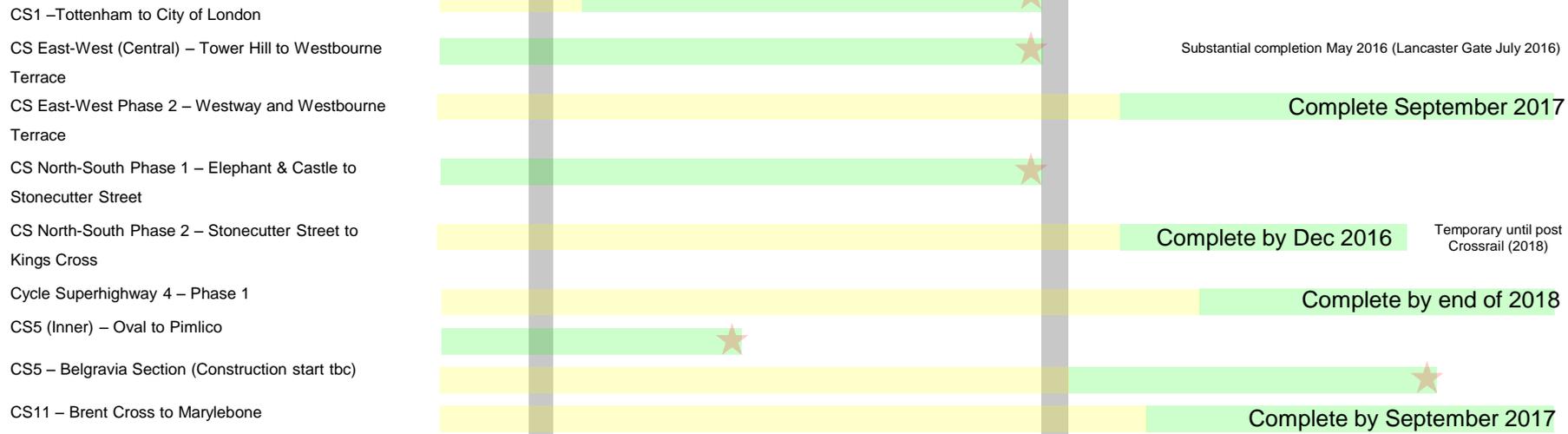
- Cycling has a key role in supporting London's growing population by helping move people round the city, and reducing congestion on London's roads and ensuring London is a 'liveable city'.
- The Mayor's Vision for Cycling represents an unprecedented investment in cycling in London, building on the initial phase of investment in the LCN and LCN+ from 2001.
- Work on new Cycle Superhighways, Quietways, Mini-Hollands and other schemes is well underway, with several schemes due for delivery by the end of 2015.
- The new schemes and initiatives are already having an impact, with TfL's monitoring demonstrating that levels of cycling are continuing to grow and that cycle safety is improving.
- Going forward, it will be vital to use our robust monitoring strategy to evaluate the impacts of the investment to ensure it remains focused on our outcome goals of continuous growth in cycling alongside ongoing reductions in cycling casualties.



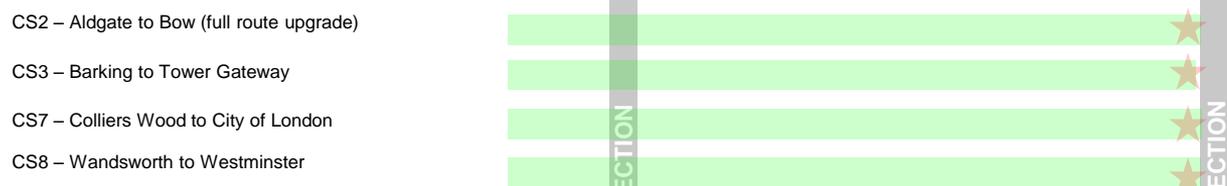
Mayor's Vision for Cycling:

Appendix I - Planned Infrastructure Delivery – next 18 months

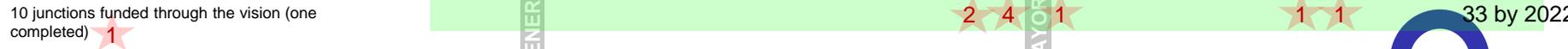
Cycle Superhighways (New)



Cycle Superhighway (Upgrades)



Better Junctions



Feasibility/Design

Construction/Delivery

Completion/Launch



Mayor's Vision for Cycling:

Appendix I - Planned Infrastructure Delivery – next 18 months

