



Temporary Cycle Scheme Benefits



EVERY JOURNEY MATTERS

Camden – York Way

Phase 1 - Installation of protected cycle lanes between Wharfedale Road and Freight Lane.

Impact of Phase 1 – 78% increase in cycling between March 2019 and October 2020

- 61 % increase lime bicycle usage between March 2019 and October 2020.

Length of route: 0.7km (Phase 1) and 0.7km (Phase 2)

Cost of scheme delivery: £290k

Phase 2 was completed in November 2020 with the installation of protected cycle lanes between Freight Lane and North Road.



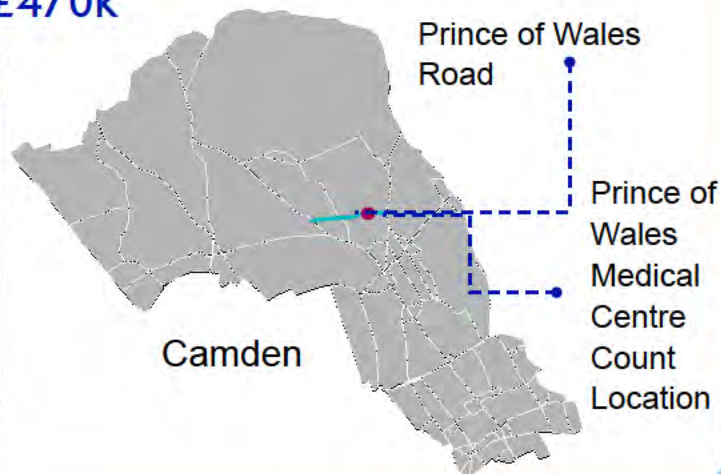
Camden – Prince of Wales Road

A new eastbound cycle lane installed with the substantial removal of parking bays. This route provides a connection to C6 at Royal College Street.

Impact – 15% increase in cycling
68% increase in lime bicycle usage.
(March 2019 and October 2020)

Length of route: 0.4km (Phase 2)

Cost of scheme delivery: £470k



Camden – St Pancras Way

A southbound cycle lane installed with road space reallocated to cyclists whilst maintaining parking bays

Impact – 115% increase in cycling
102% increase in lime bicycle usage.
(July 2020 and March 2021)

Length of route: 1.1 km

Cost of scheme delivery: £100k



Islington – St Peters

Traffic filters installed at four locations: Prebend Street, Colebrooke Row, Danbury Street and Wharf Road. These have contributed to a 43% increase on C27. Locations of monitoring are marked on the below map.

Cost of scheme delivery: £1 07k

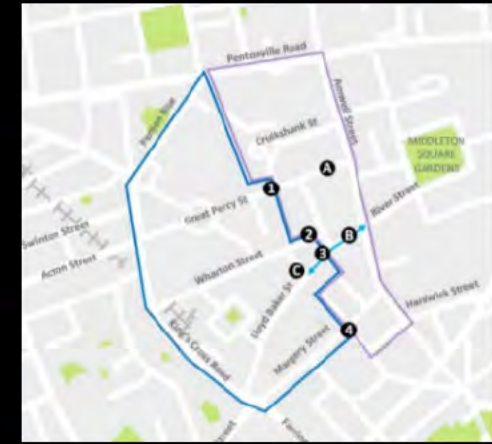


Islington - Amwell

Traffic filters installed at four locations: Great Percy Street, Lloyd Square (both northern and southern sides) and Margery Street. This has improved the environment for cyclists on C27.

Currently awaiting monitoring results

Cost of scheme delivery: £81 k



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Southwark – Dulwich Village

Dulwich village junction closed to motor traffic in June 2020 by streetspace modal filters installed at the southern end of Calton Avenue. This is a section of alignment on CI 7 between Dulwich and Elephant and Castle.

Impact - 93% increase in cycling between September 2018 and November 2020

Cost of scheme delivery: £133k



Enfield – Palmers Green

Five projects approved as part of Streetspace programme between June 2020 and September 2020. Completion of AI 01 0 North, CSI link to AI 01 0 south, Angel Walk – walking and cycling in Edmonton and 2 low traffic neighbourhoods. Of all journeys, the highest count numbers are seen in Palmers Green.

Baseline Count, Two Way Flow: 8,506 trips (March 2019)

Cycling Uplift, Two Way Flow: 12,952 trips (March 2021)

Length of route: AI 01 0 North 5.0km and link to CSI 2.0km,
Angel Walk 2.0km

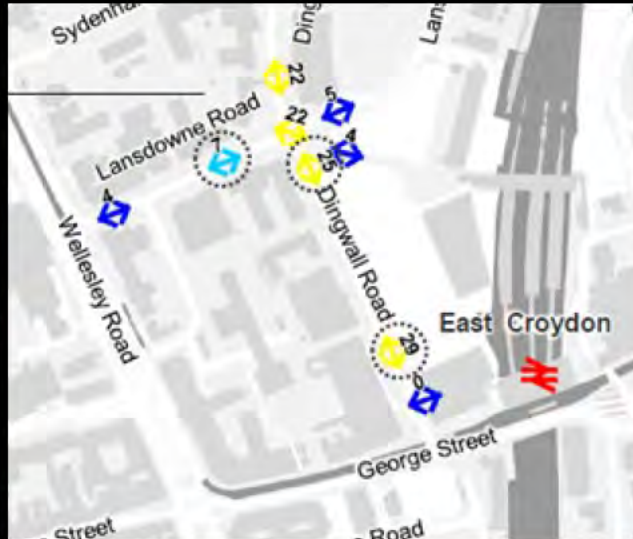


Croydon – Dingwall Road

17% increase in cyclist movement levels on weekdays between 2018 and 2020.

95% increase in cyclist movement levels on weekends between 2018 and 2020.

Cycle lanes implemented with wands.



Croydon – High Street

33% increase in cyclist movement levels on weekdays between 2018 and 2020.

109% increase in cyclist movement levels on weekends between 2018 and 2020.

The High Street sees the highest number of cyclist movement levels.



Lambeth - Railton Road

Low Traffic Neighbourhood installed on Herne Hill to Brixton.

51 % increase in cyclists within LTN and 17% increase surrounding the LTN.

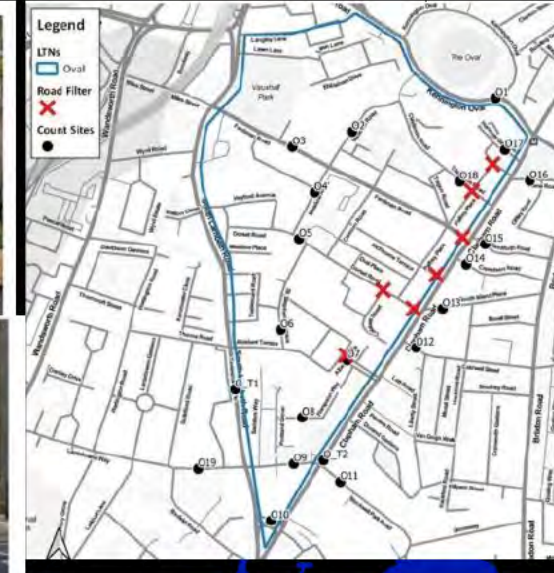
Cost of scheme delivery: £40k



Lambeth – Oval to Stockwell Triangle

Low Traffic Neighbourhood installed within the Oval to Stockwell Triangle. This has improved the environment for cyclists on Q5.

10% increase in cyclists within LTN and 19% cyclist increase surrounding the LTN. Particular increase on Q5.



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Lambeth – Ferndale Road

Low Traffic Neighbourhood installed between Brixton and Clapham, centred around Ferndale Road.

92% increase in cyclists within the LTN and 52% increase in cyclist movements within surrounding areas.

Cost of scheme delivery: £30k



Lambeth – Streatham Hill

Low Traffic Neighbourhood installed between Streatham Hill and Tulse Hill rail stations.

117% increase in cyclists within the LTN and 167% increase in cyclists in surrounding areas.

Cost of scheme delivery: £50k



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Lambeth – Tulse Hill

Tulse Hill LTN occupies the area between Brixton Hill and Tulse Hill, mostly using modal filters.

Within the LTN there was an increase of 69% cyclists and 43% increase on surrounding roads.

1. Arodene Rd/ Helix Gardens



3. Elm Park/ Craignair Road



4. Upper Tulse Hill/ Claverdale Road



2. Leander Road/ Helix Road



5. Cotherstone Rd/ Holmewood Gardens



6. Roupell Rd/ Upper Tulse Hill



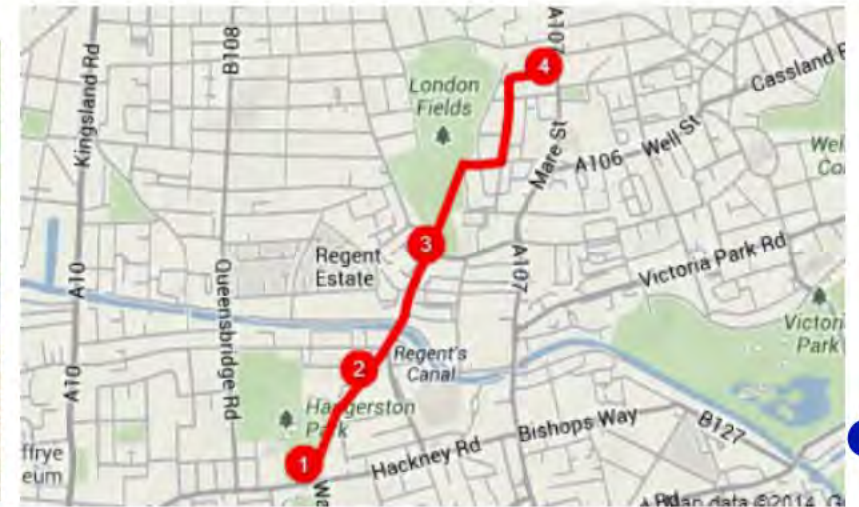
Hackney – Goldsmiths Row

A cycle counter was installed at Goldsmiths Row with daily counts uploaded to Hackney Council's website. This is part of CI 3 between Old Street to London Fields.

Further data is being analysed by Hackney.

Baseline Count: 2,053 (31 August 2019)

Cycling Uplift: 2,587 (31 August 2020)



Next Steps

- Use this data to help inform borough decisions
- Continue monitoring these routes
- Collate data of other LSP schemes

