

Appraising Enfield's cycle network using the London Cycling Design Standards



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2014 EDITION



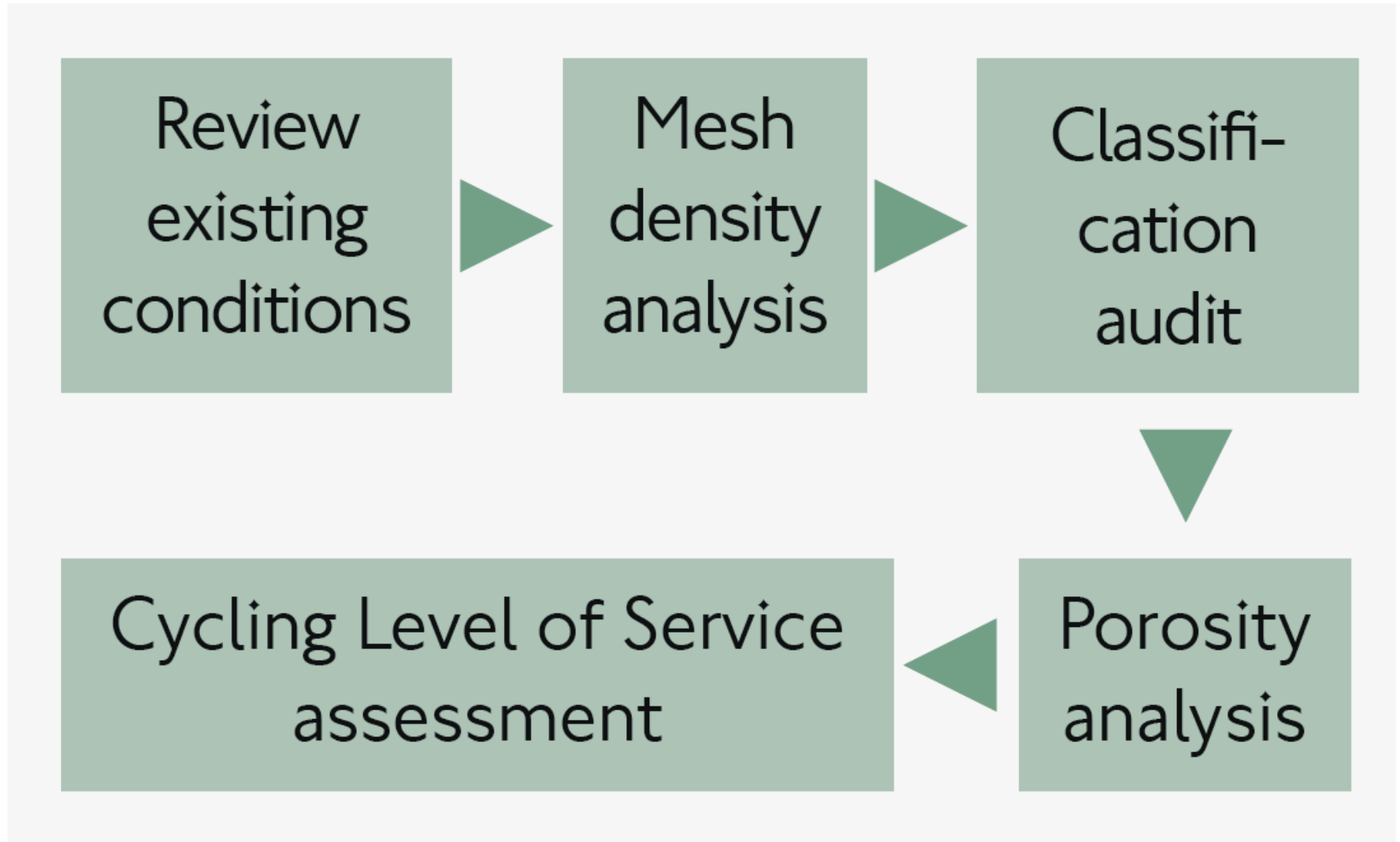
LONDON CYCLING DESIGN STANDARDS

MAYOR OF LONDON



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS

Figure 2.6 Five-step analysis: planning a cycle network from the beginning



Mesh

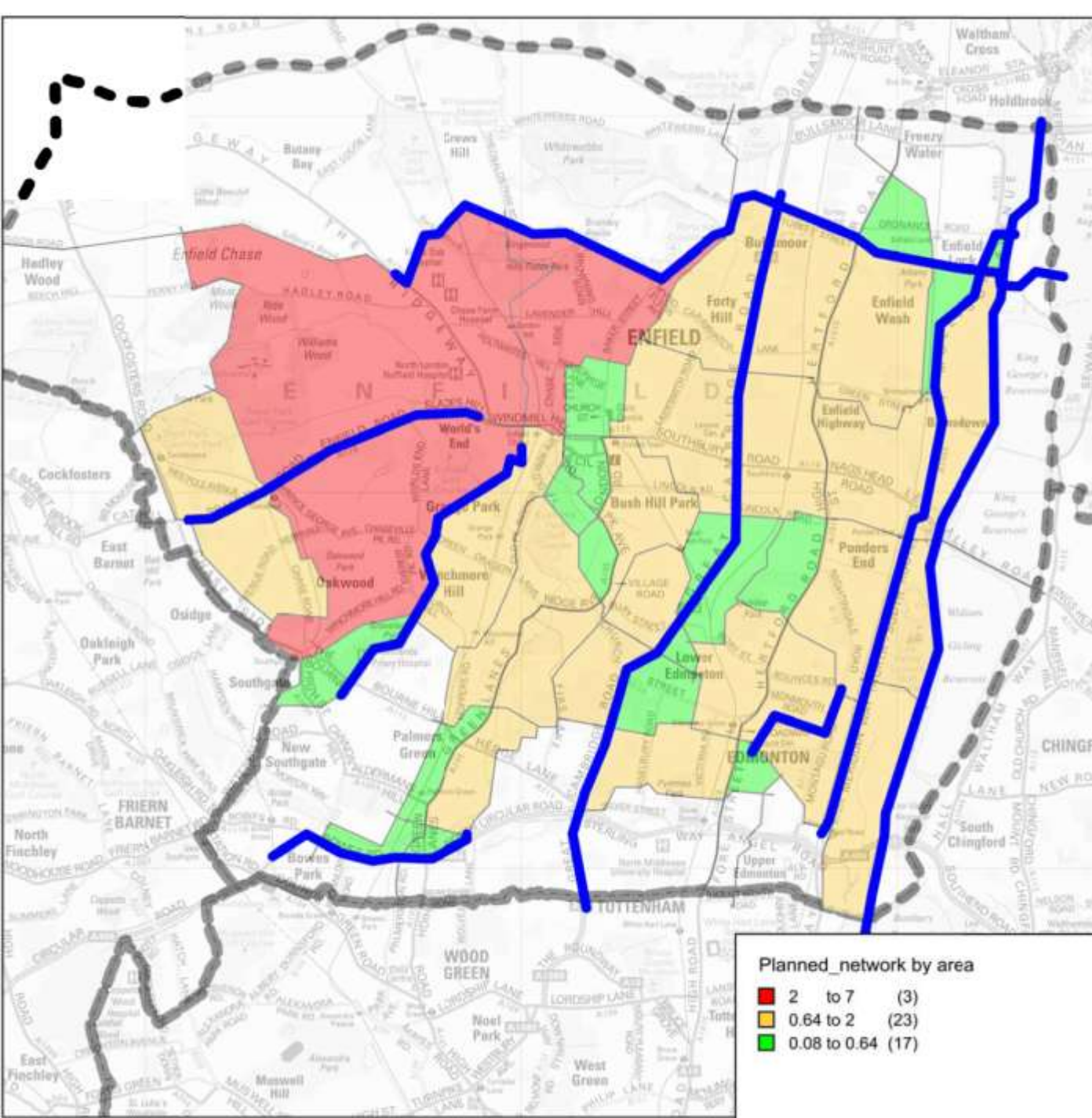
Existing bound network coverage = 0%

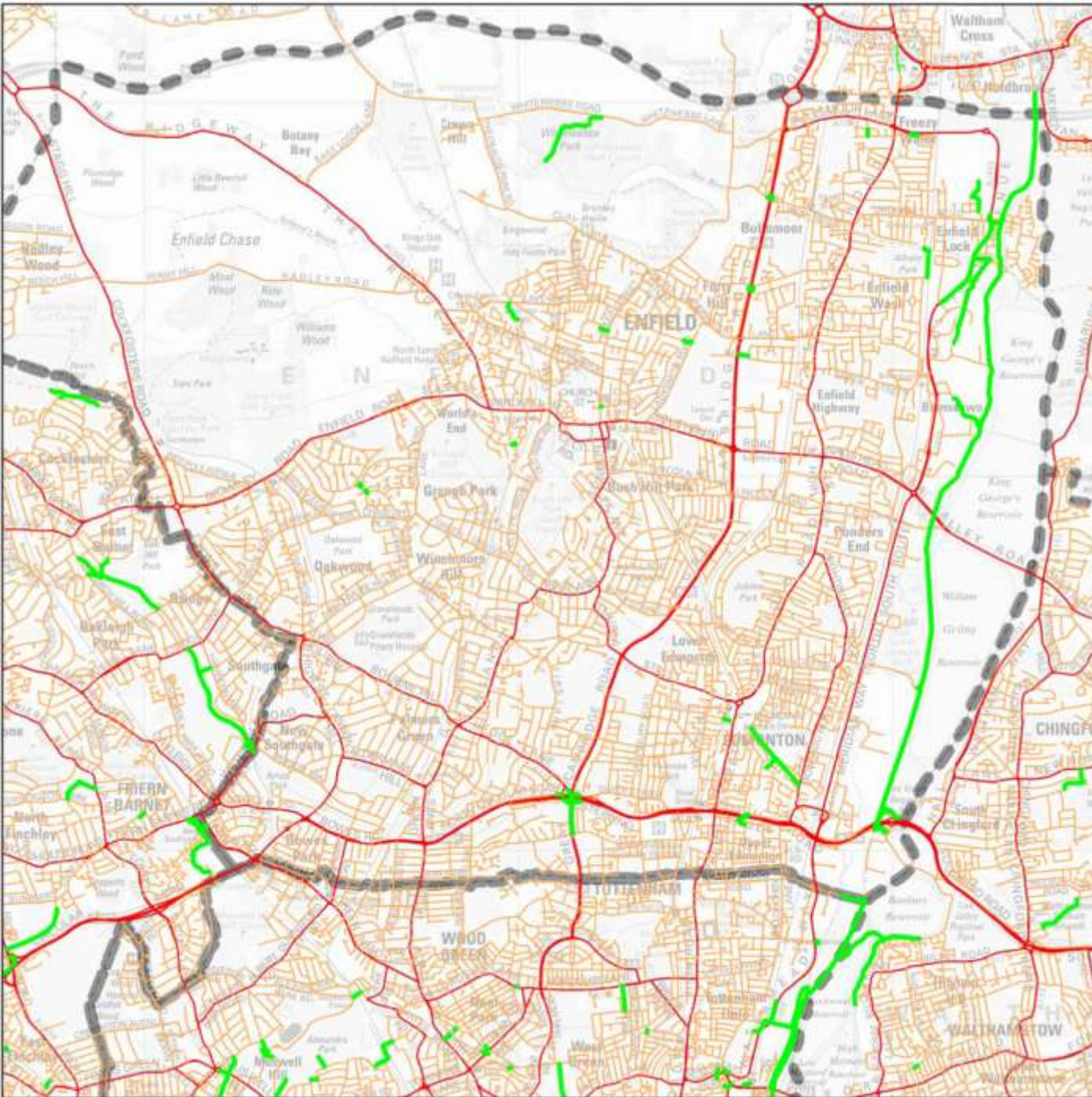
Proposed bound network coverage = 55%

800x800 mesh achieved 14% of area

800m to 1.4km mesh = 56%

>1.4km by 1.4km mesh = 30%





Classification

Existing level 1
roads = 5%

Existing level 2
roads = 81%

Existing level 3
roads = 14%

Therefore
majority of roads
rideable at basic
skill level



Porosity

Before

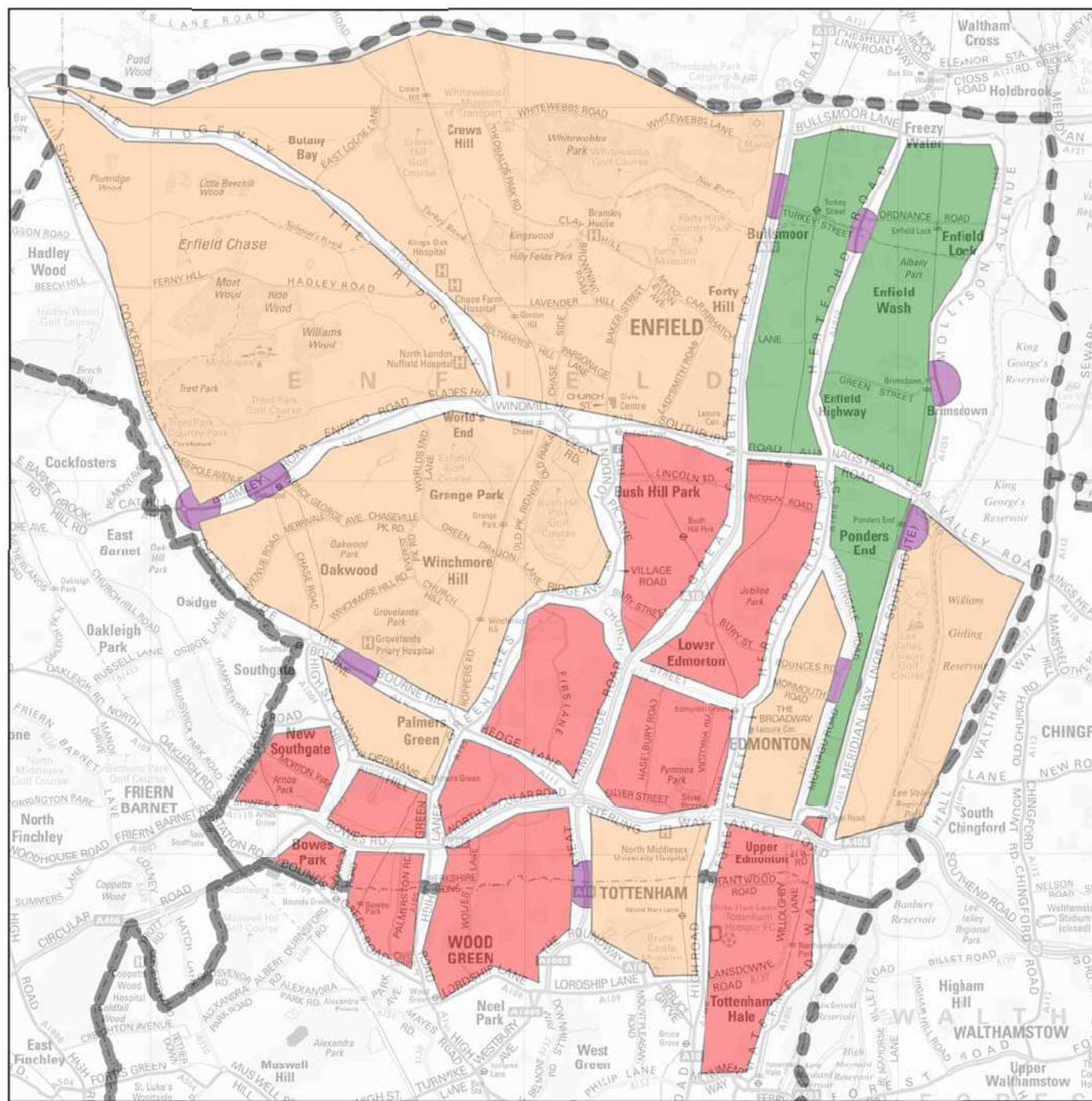
Porous: 2 or more gateways = 12%

Semi porous: 1 gateway = 48%

Impermeable: 0 gateways = 33%

Other 7%

Most of central and southern borough impermeable



Porosity After

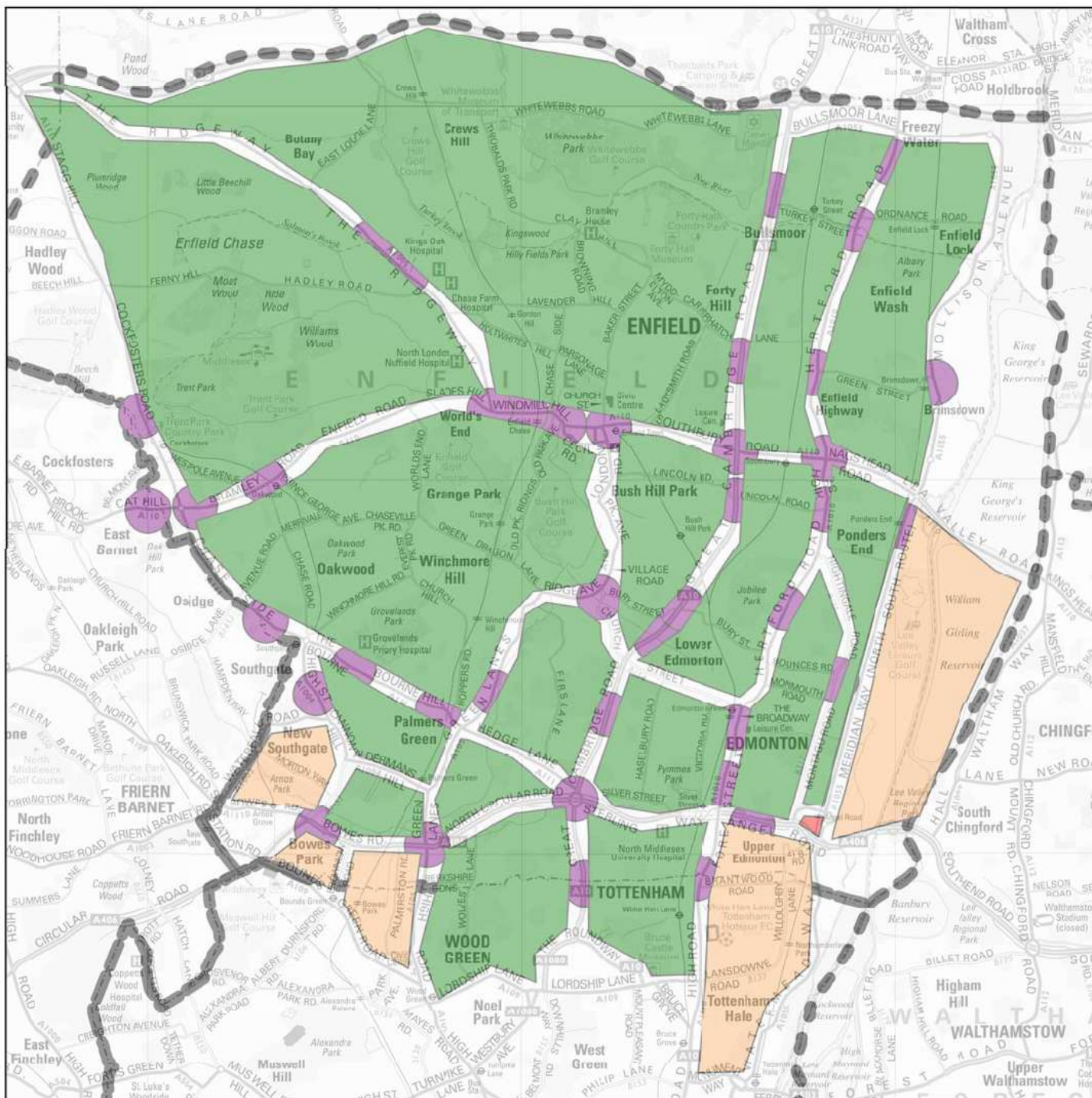
Porous: 2 or more
gateways= 74%

Semi porous: 1
gateway = 18%

Impermeable: 0
gateways = 1%

Other 7%

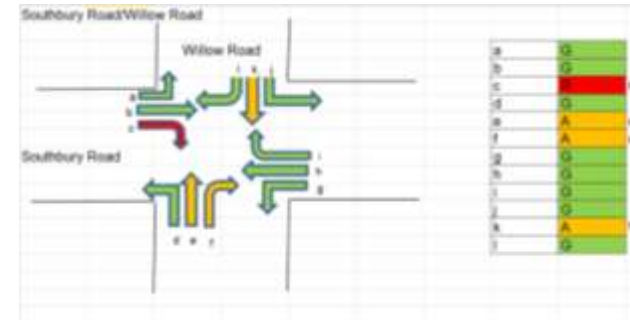
Almost entire
borough rideable



Cycling Level of service



Category	Item	Value	Weight	Score
Access	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
	Access to the network	100	1	100
Network	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
	Network	100	1	100
Quality	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100
	Quality	100	1	100



Cycling infrastructure performance scale

