

Appendix 2: TfL's Temporary Strategic Cycling Analysis and Strategic Neighbourhood Analysis

The 'Temporary Strategic Cycle Network' appendix builds on TfL's earlier Strategic Cycling Analysis¹⁹ identifying the locations (such as Croydon) with the highest potential for cycling, and the corridors along which much of that potential exists, identifying priority corridors for intervention.

Figure 1 Image from TfL's Temporary Strategic Cycling Analysis Priority Corridors



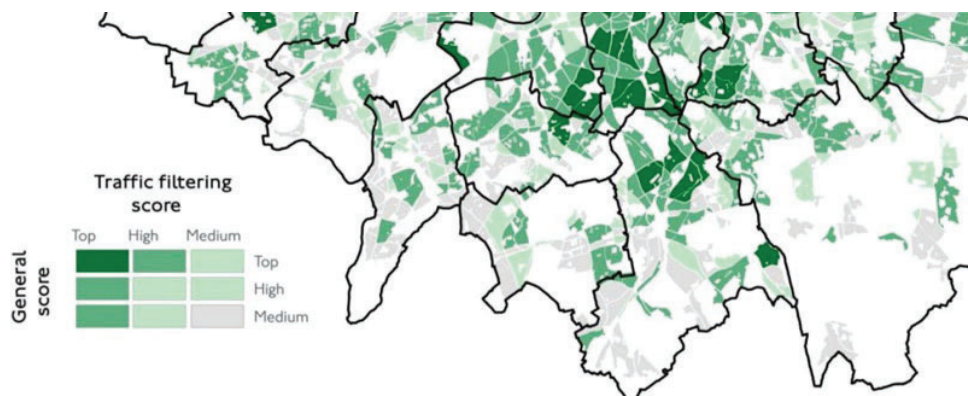
The Strategic Neighbourhood Analysis²⁰ identified the potential for low traffic neighbourhoods across London, and where the greatest need may be. The Analysis allocates 'neighbourhoods' two scores, a traffic filtering score and a general score. These are combined in Figure 2 below. The traffic filtering score is based on:

- modelled through traffic
- recorded walking and cycling casualties
- the modelled potential cycling flows

The general score is based on factors including:

- number of schools
- levels of deprivation
- total population and low car ownership

Figure 2 Outcome of TfL Strategic Neighbourhood Analysis



¹⁹ <https://content.tfl.gov.uk/strategic-cycling-analysis.pdf>

²⁰ <http://content.tfl.gov.uk/lsp-app-six-b-strategic-neighbourhoods-analysis-v1.pdf>