

New Cycle Superhighway



CS5

direct from

Oval



Pimlico



Cycle Highway 5 Inner: Future Proofing the Network

TfL Lane Rental Industry Publication



TRANSPORT
FOR LONDON



The Project

Cycle highways are cycle routes running from outer London into and across central London. They offer safer and more direct journeys, improving cycling conditions for people who already commute by bike, and aim to encourage new cyclists. As part of London's Road Modernisation Plan, innovative safety features and new segregated cycle lanes, separating cyclists from motor traffic, will make travelling around London safer for cyclists and other road users. Route 5 (CS5) is located within the London Borough of Lambeth and runs from Oval to Pimlico via the Vauxhall gyratory. An extensive amount of redevelopment work is due to take place over the coming years in the Vauxhall and Nine Elms area which would require an increase in utility service capacity along Kennington Oval and Harleyford Road. Rather than dig up a brand-new cycle superhighway shortly after launch, it was agreed that additional ducting should be provided beneath the new cycle track during the construction phase in order to mitigate the requirement to dig up the cycle track.

Outcomes

The project set out to achieve several objectives and benefits for TfL, its stakeholders and road network users in general. On completion of the project the following objectives have been met:

1. Minimise disruption to road users Incorporating these works within the delivery of CS5 reduced the requirement for additional ducting capacity and therefore the requirement to undertake disruptive excavation work on Kennington Oval/Harleyford Road. Further road closures on an already congested road have also been avoided.
2. Environmental benefits Journey time reliability is maintained as the installation of additional ducting has mitigated the requirement for road and lane closures by individual promoters to install ducting post works. In addition there is a reduced requirement to send spoil to land fill and the extraction of materials to provide reinstatements.

The project was delivered on time and to the planned budget of £75K.



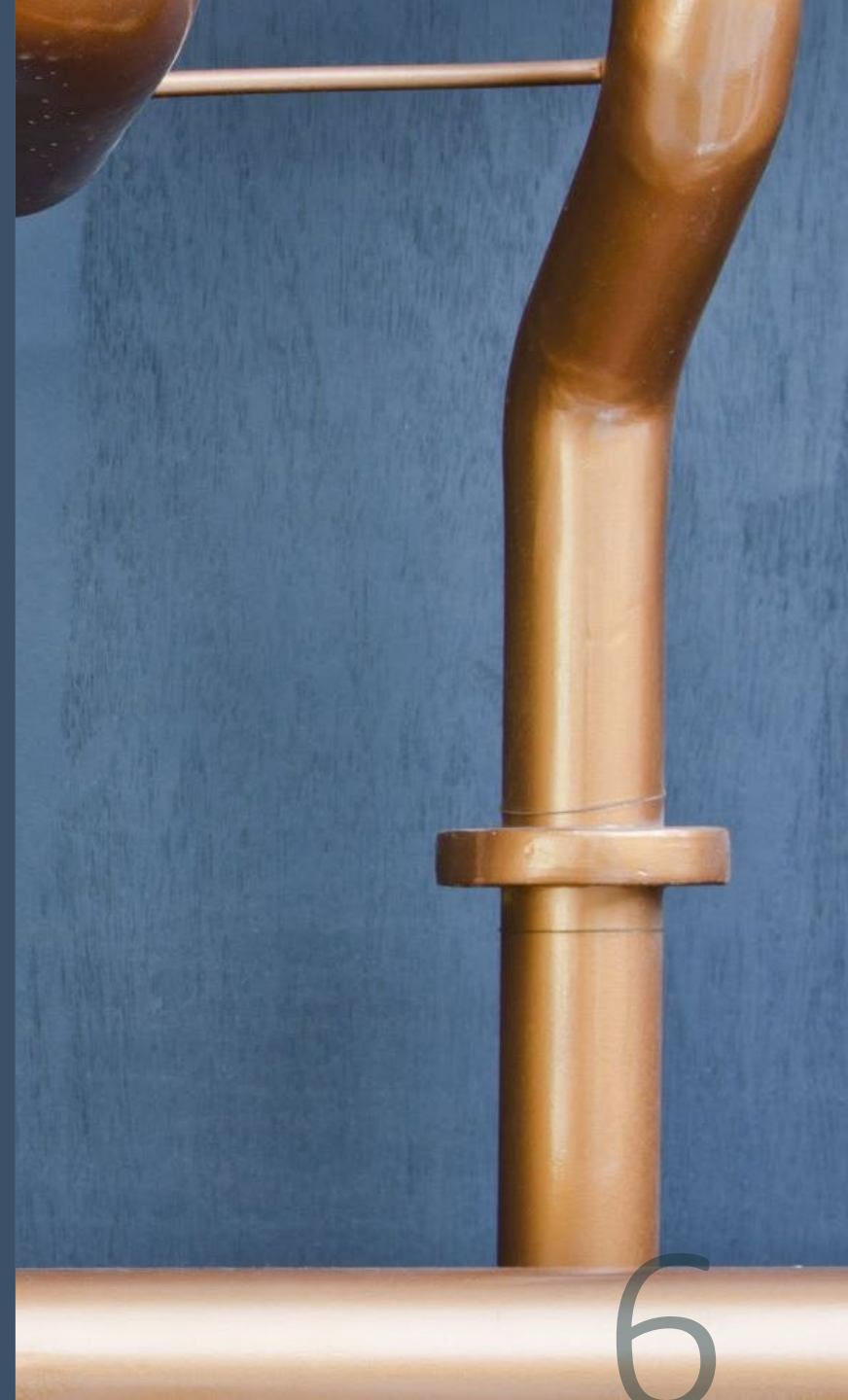
Lessons Learnt

There is not a standard single specification for utility ducting with each utility company having different requirements. A standard specification should be developed that meets the requirements of the majority of utility companies.

The identification of the requirement to include these works as part of the main project scope was a late addition. In the future it would be beneficial for designers to consider the possibility of providing additional ducting during the design phase so that the works can be incorporated into the main programme from the start.

Conclusion / Recommendations

The provision of these ducts was a small part of a much larger project; however this element was delivered to cost, quality and programme. Additional ducting and any other methods for providing network future proofing should be a standard consideration for all future major highway projects.



TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks



Author

Transport for London

Date Created: September 2015

Email: LaneRentalFunding@tfl.gov.uk