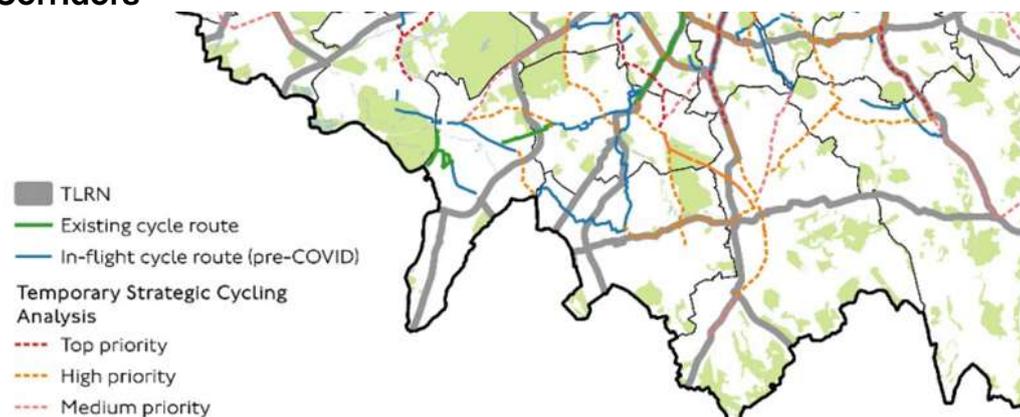


TfL's Temporary Strategic Cycling Analysis and Strategic Neighbourhood Analysis

The 'Temporary Strategic Cycle Network' appendix builds on TfL's earlier Strategic Cycling Analysis¹ 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



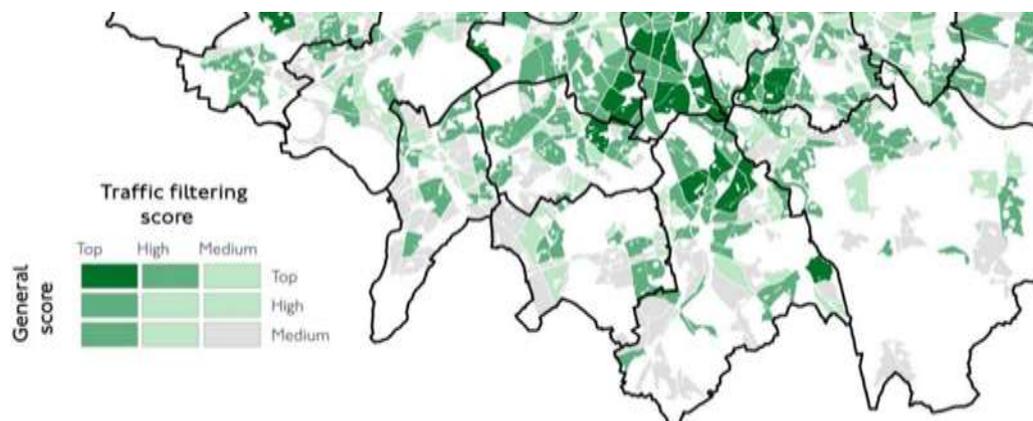
The Strategic Neighbourhood Analysis identified the potential for low traffic neighbourhoods across London, and where the greatest need may be. The Analysis allocated 'neighbourhoods' two scores, a traffic filtering score and a general score. These are combined in Figure 2 below. The traffic filtering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



¹ <https://content.tfl.gov.uk/strategic-cycling-analysis.pdf>