



Project Case Study

Cycling Environment Review System (CERS)

The London Borough of Bromley commissioned TRL to undertake two projects using the Cycling Environment Review System (CERS). CERS is a system combining software and a holistic methodology developed by TRL which provides comprehensive analysis of cycle networks in accordance with five main criteria suggested by CHIT: Coherence, Directness, Attractiveness, Safety and Comfort. Cycle routes were audited using specific review criteria for both links and junctions.

The Project

One project was designed to assess and make proposals to improve various strategic routes within the Borough. The second project examined the accessibility by bicycle of four town centres.

In order to achieve this, the studies were divided into two major elements:

- Identification of relevant information leading to an assessment of current conditions
- Recommendation and evaluation of remedial measures to improve the network

Objectives

- To carry out cycle review procedures using the Cycling Environment Review System developed by TRL
- To set out current problems, recommend route improvements and prioritise measures to assist cyclists
- To fully assess the design options from a cost, utility and operational perspective, considering all quantitative and qualitative factors
- To consider the impact of proposals on the existing road network and any other traffic management issues arising from them



- To consider improved pedestrian and cycle links for the surrounding area as part of the site design
- To consider any supplementary information available and to prepare outline design ideas with cost estimates

Outcomes

From the data and information accumulated, detailed recommendations were made for each link and junction in the core network of each of the towns and routes studied with a general overview of solutions provided in the conclusions.



These recommendations included:

- Basic signing and legibility features
- The provision of advisory cycle lanes on local distributor roads where carriageway width allows
- Coloured surfacing to increase awareness of cyclists and provide the perception of a wider traffic calmed zone
- The improvement and upgrading of cycle parking, particularly at rail stations
- Two-stage crossing refuges with surface colouring at junctions where a potentially hazardous right-hand turn is required

In general, recommendations were based upon raising awareness of cyclists to motorists and providing the cyclist with an increased perception of safety. Where possible, they were linked to improving pedestrian provision and providing perceived traffic calming measures, and where appropriate, all recommendations also considered the impact of the proposals on the existing road network and any traffic management issues arising from them.

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