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CRISP (Cycle Route Implementation and Stakeholder Plan): lessons learned from examples in the UK and Australia

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Abstract

The CRISP process is a Transport for London (UK) initiative that is intended to enable London highway authorities to assess the existing condition on current or proposed cycle routes and to engage the wider community in formulating recommendations for the improvement of these routes. The process ensures routes satisfy current design best practice and will be understood and accepted by the local communities, resulting in good conditions for cycling.

One example from the UK will be explained indicating the process and work involved to ensure that the route chosen is satisfactory for a primary cycle route in London. The routes being developed are part of the London Cycle Network, a city-wide network of direct commuter-style cycle routes.

The CRISP principals are being used by Launceston City Council to aid the decision-making process regarding details of the locations of bike routes and measures that should be introduced. A route example has used the CRISP method, with some minor amendments/ improvements to the UK version. The first CRISP report for a cycle route in Launceston was completed in October 2009. The lessons learned from the UK and Australia will be summarised and presented.