

4J promoting cycling

- 4J.1 The level of cycling in London is very low compared with many other European cities. Less than 2 per cent of trips in London are made by bicycle, a fraction of the level in cities such as Berlin (5 per cent), Munich (12 per cent), Copenhagen (20 per cent), and Amsterdam (28 per cent).
- 4J.2 Although cycling may not be appropriate for some journeys, there is real potential for increasing cycling in London. Half of all trips currently made in London are under two miles, easily within cycling distance. While over one-third of London households own at least one bicycle, most people are discouraged from using them because of traffic conditions and a lack of facilities such as secure parking.
- 4J.3 Increased cycling provides benefits through reduced congestion, pollution and improved health. Cycling can help to improve the functioning of the lungs, reduce the risk of cardiovascular problems and coronary heart disease, and reduce stress. Those who cycle to work gain, on average, two extra years of life. Cycling, along with powered two-wheelers, is the quickest form of transport around congested inner London. Apart from walking, cycling is also the cheapest.
- 4J.4 Major deterrents to cycling include unhealthy, unpleasant, and dangerous traffic conditions; unsuitable road design; and a lack of secure cycle parking. Conditions must be improved to ensure that routes are fit for cycling – safe, convenient and pleasant. Many measures set out in chapter 4G – *streets for all: improving London's roads and streets* will help people who cycle. A more specific focus on the needs of cyclists is also required. Policies and proposals to provide this additional focus are set out in this chapter. Consideration has been given to the setting of targets for growth in cycle journeys, but it is felt that not enough is currently known about levels of cycling and the extent of potential for growth. This issue will be kept under review.



Policy 4J.1 Transport for London and the London boroughs, in consultation with cyclist user groups, will undertake and support measures to make the cycling environment safer and more convenient for all users.

4J.5 A new focus on cycling is needed with more resources and expertise to ensure implementation of measures to a high standard. To ensure the measures are delivered in a consistent and balanced manner, a single body – a Cycling Centre of Excellence – should act as a catalyst and provide a co-ordinating role working in partnership with others. This would provide technical support facilities, co-ordinate the implementation of cycling measures, collect data, address the needs of disabled cyclists and promote cycling across the Capital.

Proposal 4J.1 Transport for London will establish a Cycling Centre of Excellence that will prepare a plan to guide the development of cycling initiatives in consultation with the London boroughs and cyclist user groups.
(Plan to be completed by 2002.)

Proposal 4J.2 The Cycling Centre of Excellence will set up an Advisory Group to provide a focus for those who are promoting cycling.
(This will be put in place during 2001.)

The London Cycle Network

4J.6 The London Cycle Network (LCN) is currently the major initiative for improving conditions for cyclists. Its implementation has been continuing for nearly a decade, and over this time considerable experience has been gained. However, it is recognised that there is a considerable variation in standards across the LCN. Although this is being steadily addressed through route monitoring and upgrading, the rate of expansion is slow. A new focus on cycling needs more resources and expertise.



4J.7 Cyclists need continuous safe routes that provide reasonably direct access to key destinations, including town centres, centres of employment, education and public transport interchanges. The LCN has started to address this need, but a more consistent standard is required. There is also scope for development of high quality routes providing more direct access with enhanced priority. These are likely to be principally within the LCN, but will often include more direct routes. Given the scale and complexity of the LCN a phased approach is needed that ensures that the most important links are completed at the earliest opportunity. In developing the LCN and the high quality routes, opportunities will be taken to add additional or alternative routes that would enhance facilities for cyclists.



Proposal 4J.3 The Cycling Centre of Excellence will co-ordinate the London Cycle Network in partnership with a lead London borough. A project management model similar to the London Bus Initiative will be followed, with increased support to the London boroughs to ensure delivery. *(Priority higher demand routes will be completed by the end of 2004, and the remaining network will be completed by 2008 to a consistently high standard.)*

Proposal 4J.4 Transport for London will work with the London boroughs and cyclist groups to develop extended high quality cycle routes, which will largely be based on the London Cycle Network. By early 2002, a pilot high quality route will be identified. The Londonwide network will be identified by the end of 2002, with the aim of completing the extended high quality cycle routes programme within ten years.

Other cycling proposals

4J.8 The LCN covers some 20 per cent of London's road network; most of the remaining 80 per cent of the network is also used by cyclists, and their safety and convenience is just as important here as elsewhere. Provision of special facilities on main roads, at road junctions, and elsewhere on the road network are vital for cyclists, as is provision in Royal Parks. Transport for London (TfL) and the boroughs must give a high priority to improving facilities for cyclists, particularly at road junctions where conflict with motorised traffic is greatest. This needs to include implementation of a phased programme of traffic management measures that benefit cyclists, and complements Proposal 4J.4 to provide extended cycle networks.



- Proposal 4J.5 Transport for London and the London boroughs will look at the problems that cyclists encounter, particularly key accident locations, to see if these can be solved by specific junction treatment or other traffic management solutions.
- Proposal 4J.6 All new major highway and transport infrastructure and traffic management schemes should be cycle audited. Transport for London and all London boroughs should have cycle audit procedures and include cycling in safety audit procedures.
(Cycle audit procedures to be in place by the end of 2001.)
- 4J.9 One of the biggest obstacles to cycling in London is the difficulty of finding safe and secure places to park bicycles. Cycle theft is common, and deters many potential cyclists. For example, the provision of secure cycle parking at stations is an important prerequisite to encouraging commuters who currently get to their stations by car to switch to cycling. Employers also have a crucial role to play: a good example of the partnership approach needed to tackle this issue is the Business Cycle in which the Central London Partnership collaborated with the London Cycling Campaign to encourage central London businesses to become more cycle-friendly.
- Proposal 4J.7 Transport for London and the London boroughs, working in partnership with rail operators, businesses and educational establishments, will provide additional secure cycle parking facilities, including at shopping centres and transport interchanges. The Mayor will also encourage the provision of these and other facilities required by cyclists at workplaces and places of education, and will expect the London boroughs to require developers, wherever practicable, to:
- provide good cycle access to the development;
 - install secure cycle parking;
 - provide showers, lockers and changing facilities.



4J.10 Cyclists need to be considerate to other street users. Training for safe cycling is one method of raising cycling standards. Cycling on the footway often causes problems for pedestrians in London, and can be dangerous for vulnerable users such as children, older people, and disabled people. Improvement for cyclists should not be to the detriment of pedestrians. Unauthorised cycling on footways is illegal and should be stopped. Shared-use facilities with pedestrians should only be considered where no other suitable alternatives for cyclists are available, and should be designed so that pedestrians are not adversely affected. Some cyclists also use one-way streets in the wrong direction and use banned turns. Many cyclists persistently ignore red traffic signals. Apart from being illegal, these misdemeanours undermine support for raising the profile and status of cycling. (This issue is also addressed in paragraph 4G.39.)

Proposal 4J.8 Transport for London (TfL) will work with the London boroughs and the police to support effective training for children and adults for safer cycling. TfL will work with the London boroughs, and the voluntary and community sectors to increase awareness of the problems caused by cycling on the footway and other offences, and will develop effective measures for addressing them.

4J.11 Raising standards for cyclists in London requires not just the provision of physical infrastructure, but also a change in attitudes towards cycling and cyclists, both among implementation agencies, and on the part of the travelling public. In order to achieve this there needs to be publicity and promotion. Information about cycling facilities, the LCN and secure parking, should be readily available and integrated with public transport information. Proposal 4P.3 addresses this need.

