

MAYOR OF LONDON

Florence Eshalomi AM

Chair of the London Assembly Transport
Committee
City Hall
The Queen's Walk
London SE1 2AA

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Date: 28 MAY 2019

Dear Florence,

Thank you for the Transport Committee's letter of 12 March about your investigation into Healthy Streets. I am sorry for the delay in responding. I am pleased that the committee recognises the ambitious targets I have set to get more people walking, cycling and using public transport.

I am determined to help every Londoner live an active and healthy life and reduce the impacts of traffic dominance in the capital. As you know, I have committed record levels of investment into cycling and active travel and see this as critical to the success of my Transport Strategy. I have set out below how Transport for London (TfL) and I are addressing the recommendations you make in the report.

TfL should improve its reporting on Healthy Streets schemes by ensuring that comprehensive details about progress, timelines and budgets are shared for individual schemes on a quarterly basis

TfL provides quarterly performance reports to the Programme and Investment Committee of the TfL Board by way of a quarterly Investment Programme Report (IPR). This includes information on key Healthy Streets schemes such as financial and delivery progress updates. The IPR is available to the public – the latest version for 2018/19 Quarter 4 can be found on TfL's website at: <https://tfl.gov.uk/corporate/publications-and-reports/>.

Further updates will be available on 23 October 2019 (Q1 19/20) and 18 December 2019 (Q2 19/20).

In addition, the Healthy Streets Check for Designers measure has been included, from 2018/19, in the TfL Scorecard to ensure that the required management focus on improving walking, cycling and public transport opportunities across the capital are taken. An account of the programme is due to be presented at the Customer Service and Operational Performance Panel of the TfL Board.

TfL should write to the committee in six months' time to provide an update on how the Healthy Streets Approach is being embedded throughout TfL via initiatives such as training and performance targets

TfL is committed to further embedding the Healthy Streets approach throughout their investment programme. I am happy to write to you in autumn 2019 with an update on progress.

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TfL already includes the Healthy Streets Check for Designers measure in their TfL Scorecard to ensure that the required management focus on improving walking, cycling and public transport opportunities across the capital are taken. TfL is taking action to achieve this, including:

- Introducing mandatory training courses led by Surface Transport senior managers to further educate sponsors and designers on how to maximise the uplift in Healthy Streets Check scores.
- Revising the criteria for projects to be included in the Check so that we are maximising the opportunities to influence projects with the Healthy Streets approach. Previously, only projects with a significant impact on Healthy Streets and with an expected spend above £200k were included.
- Improved internal communications to engineers, designers and sponsors on how to raise Healthy Streets scores through a more holistic design approach.

We recommend that you and TfL challenge the boroughs to propose and develop high quality Healthy Streets schemes. Funding should not be provided to schemes that do not adequately meet the Healthy Streets objectives. TfL should work with boroughs, where necessary, to bring schemes up to a higher standard

I agree that high-quality borough schemes are essential to the success of the Healthy Streets approach. TfL has adopted a range of actions to ensure that boroughs are proposing and delivering high-quality schemes. This includes the following actions:

Cycle Quality Criteria

All new Cycleways in London will have to satisfy six new quality criteria in order to receive funding from TfL.

The aim is that where traffic levels are high, Cycleways will either need to reduce traffic below the new acceptable threshold or provide segregation.

The criteria are:

- 1. Total volume of motor traffic** – the design of new Cycleways should only mix people cycling with motorised traffic where there are fewer than 500 motor vehicles per hour (vph) at peak times, and preferably fewer than 200vph.
- 2. Speed of motor traffic** – the design of new Cycleways should only mix people cycling with motorised traffic where there is a 20mph speed limit and a high level of driver compliance.
- 3. Appropriate width for cycling** – the design of new Cycleways should provide sufficient width for people to cycle comfortably.
- 4. Kerbside activity has a minimal impact on people cycling** – the design of new Cycleways should enable people cycling to comfortably pass kerbside activity such as parking and loading.
- 5. Interaction between heavy goods vehicles (HGVs) and people cycling minimised** – new routes should provide sufficient space for cycling relative to the volume of HGVs.
- 6. Collision risk between people cycling and turning vehicles minimised** – junctions on new routes should give cyclists time and space to pass through comfortably.

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The criteria will be included in an update to the 2015 London Cycle Design Standards, which will be published later in the 2019/20 financial year.

TfL will work with boroughs over the next five years to deliver more than 450km (280 miles) of new cycle routes. By using these revised criteria and focusing on a pipeline of 25 new cycle routes with the greatest potential for growth of cycling, we will ensure higher-quality Cycleways across the Transport for London Route Network (TLRN) and borough networks.

Local Implementation Plans (LIP) 3 guidance

The boroughs are the experts on their own individual local areas and have the necessary local knowledge to tailor their approach to making walking and cycling more accessible, efficient and sustainable.

Currently all LIPs must explain how meeting the plan's objectives will contribute to my Transport Strategy outcomes, such as Healthy Streets, and are used to assess acceptability of schemes before funding is released.

Liveable Neighbourhoods assessment criteria

Liveable Neighbourhoods is a new programme I have launched to support the aims of the Healthy Streets approach by funding boroughs to reduce car trips and improve neighbourhoods for walking, cycling and public transport.

A robust assessment process exists within Liveable Neighbourhoods and only high-quality bids receive funding. The process scores the proposed bids submitted by boroughs against Healthy Streets outcomes:

- Funding approval is required at three separate stages for each project to ensure continuous alignment to the programme and Healthy Streets objectives as well as two technical review points.
- TfL holds regular meetings with borough officers to ensure that schemes reach the desired standards for the Healthy Streets approach. This can also be a chance to seek opportunities where there is potential to make projects more ambitious. (e.g. the design of Greenwich Town Centre was increased in scope to link the proposed cycle network to Cycle Superhighway 4)

TfL also undertakes meetings with every borough in London to help with the planning and submission process. If boroughs are unsuccessful in applying for feasibility funding, a detailed letter setting out the reasons is sent, followed by an offer of a meeting. The aim is to help boroughs improve and shape their re-submissions so that they better aligned with the Healthy Streets objectives.

We recommend TfL's Safer Junctions Programme expands to include junctions in areas of high walking and cycling potential or that pedestrians and cyclists avoid because they perceive them to be too dangerous to use

My Safer Junctions programme is already more than double the size of the previous Mayor's junction programme. I want junctions to be made safer as quickly as possible, and that is why I instructed TfL to accelerate the programme so that 41 are complete by 2020. Following the

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recently completed improvements at Euston Road / Judd Street, 29 junctions have been completed so far, with the remaining 44 in the design or construction stage.

As you will be aware, in London and across the UK, road safety infrastructure schemes traditionally have been prioritised on the basis of a history of fatal and serious injury collisions in an area. I agree with you that our approach also needs to take account areas where collisions are rare because people avoid walking or cycling due to safety concerns. That is why my Vision Zero action plan explains how TfL will adopt a road danger reduction approach. This new approach aims to proactively tackle danger at the source, recognising that collisions are not the only measurement of danger.

This approach will require a new method for prioritising investment which goes beyond simply targeting locations of historic casualties. TfL has therefore recently commissioned work to develop a methodology for rating and mapping road danger. This will take into account current and future walking and cycling potential, levels of exposure to road danger alongside collision data. This work is expected to be completed later this year. It will be used in a mapping tool to help TfL and the boroughs prioritise investment in road danger reduction, and to better target communications, enforcement, stakeholder engagement and outreach work. Once complete, the road danger tool will also be used to help identify junction locations that present the greatest danger to pedestrians and cyclists, to inform any future expansion of the Safer Junctions programme.

You will also be aware that the future development of the cycle network is being shaped by the findings of the Strategic Cycling Analysis, ensuring that investment in new strategic routes is targeted at the highest levels of current and potential cycling demand. This evidence-led approach is already ensuring that new walking and cycling schemes are located to encourage as many new people as possible to walk and cycle, as well as making it safer for those who already do. Consultation on the first of these new routes (Hackney to the Isle of Dogs) has already commenced, with consultation on the second (Camden to Tottenham Hale) due to start later this year.

TfL needs to ensure that its Healthy Streets schemes are of a high enough quality to support 2041 Mayoral targets. TfL should write to the Committee outlining its approach to applying the Healthy Streets indicators to all projects already in development, and its approach to reviewing schemes after their completion

I will include a response to this recommendation within my update to recommendation 2 in autumn 2019.

TfL needs to ensure that the new single brand cycle routes are clearly signposted and consistently high-quality, ensuring all Londoners are confident to use them.

The new brand for London's cycle network will be simple, inclusive and easy for all Londoners to use. TfL will continue to offer clear signposting and other wayfinding on all cycle routes, and new routes delivered under this branding will be designed in line with new quality criteria, helping ensure a consistent level of quality for Londoners using the unified cycle network.

TfL should provide further information to the Committee on its plans to retrospectively assess the quality of cycle infrastructure already in place across the capital and outline plans to address issues identified

While its principal focus is on delivering new, high-quality cycling infrastructure in the places where it is most needed, TfL remains committed to taking opportunities to improve the existing cycle

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network where possible. TfL is already assessing all routes delivered through the Cycle Superhighway, Quietway, Central London Grid and Mini-Holland programmes against the quality criteria. While the expectation is that most sections of these existing routes will meet the criteria, we know that there will be sections of routes which do not. TfL will use a consistent process to agree the next steps for these routes on a case-by-case basis.

We recommend that TfL further develops its practices around active consultation and community engagement. TfL needs to ensure these practices are embedded across the organisation and that best practice is shared with boroughs

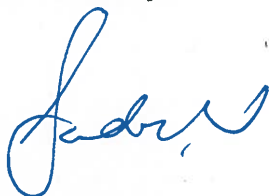
Last year, TfL began a review of how its consultation and engagement practices were working. To ensure they were set up in the best possible way, consultation and local engagement became part of the same team. In addition, new processes and practices were developed to transform the way local communities, partners and stakeholders are engaged with.

The new way of working recognises the importance of engagement and places a greater emphasis on local engagement either in advance of, or potentially instead of, formal consultation. Walking and cycling improvements has been a particular area of focus. From January to March this year, TfL held an engagement period on four new cycle routes, being developed in partnership with seven London boroughs. The aim was to better understand local people's views on plans and help shape decision-making. TfL officers met local stakeholders, including cycling groups and residents' associations. They also provided information on the TfL website, and encouraged people to respond with their views. This engagement was promoted in local press and on social media channels and was endorsed by the boroughs involved. TfL received almost 500 responses to this engagement period, across the four routes.

TfL is now planning to bring engagement with local communities even earlier in the design process, so communities and stakeholders can be better involved in improving their town centres, high streets and neighbourhoods.

Thank you again to the Transport Committee for writing to me.

Yours sincerely,



Sadiq Khan
Mayor of London