



# Landscape Architects Association

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25/05/16

Sadiq Khan (Mayor of London)  
New London Plan  
GLA City Hall  
London Plan Team  
Post Point 18  
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London SE1 2AA

Dear Sir

Here are the LAA comments on the cycling policies in the current draft of the New London Plan:

1. There is a need for clarification as to whether the Mayor plans a new network for walking *and* cycling, which seems unlikely, or whether he plans separate networks for pedestrians and cyclists. The word 'cycling' is used 94 times, with 43 of them in the phrase 'walking and cycling'.
2. The plan should refer to an intention to create a *cycling network*. The draft has 6 references to a walking and cycling '*network*' (with 3 of them in the phrase 'public transport, walking and cycling network').
3. Stating that the Mayor wishes to 'encourage' cycling leaves it unclear whether this will be done by persuasion or by building cycle infrastructure.
4. Assuming the Mayor is planning a cycle network, the major new routes should be represented graphically on the Key Plan (which shows proposed new rail lines).
5. In January 2018 it was announced that the Mayor will spend £111m on new cycle routes but that the annual average during his term would be £154 million/year. This is a small sum for a policy that receives 94 mentions in the plan. The number of journeys carried by the tube network fell in 2017. But the number of journeys made by bicycle rose by 5.8% in 2017. So the Plan should not be proposing massive investment in new railways and minimal investment in new cycling infrastructure.
6. The terms "Cycle Superhighways" and "Quietway" are not used in the Plan, leaving readers as unclear about the character of the cycling network and unclear about its geography. These omissions should be rectified (1) we agree that Superhighway and Quietway were not good terms (2) the New London Plan should explain why the terms were dropped and what terms will replace them
7. Section 2.1.10 of the Plan states that cycling provision is 'at the heart of planning for Opportunity Areas' and Section 2.1.6 deals with the Lewisham Opportunity Area. But the main work on Lewisham OA is nearing completion and conditions for cyclists have been made worse. The dangerous roundabout between Lewisham Station and its Town Centre has been replaced by an even more dangerous 5-lane highway. The Draft Plan should therefore clarify what is meant by stating that cycle provision is 'at the heart' of planning for opportunity areas.

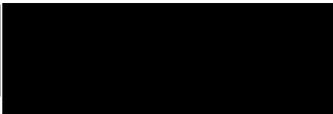


*Is this what placing cycling 'at the heart' of planning means*

Similarly, the approaches to Lewisham station have two lanes for buses, one lane for taxis and no provision for cyclists.

8. The New London Plan should state that (1) a Londonwide Cycle Network will be planned, funded and built (2) the Londonwide Cycle Network should serve both commuter and leisure objectives (3) the leisure components of the Cycle Network will be integrated with the All-London Green Grid (4) the commuting components of the Cycle Network will interlink origins and destinations, including schools, stations, shopping centres, employment areas and residential areas.

Yours sincerely



Tom Turner

