

## Call for evidence: cycling infrastructure

October 2017

The London Assembly Transport Committee has launched an investigation into London's cycling infrastructure, to consider the effectiveness of existing infrastructure and the Mayor's future priorities for investment in the context of efforts to deliver Healthy Streets.

This paper invites organisations and individuals to submit views and information to the committee on the investigation, giving you the opportunity to inform our work and influence our recommendations. We pose a number of key questions to be answered.

### Increasing take-up of cycling

Increasing the take-up of cycling among Londoners has been a priority for successive Mayors and Transport for London in recent years.

The number of cycling journeys made in London each day has increased from around 490,000 in 2008 to 670,000 in 2015. The overall [modal share of cycling](#) has remained around two per cent however, as journeys across all transport modes have gone up. Demographically, regular cyclists are [different to the London population](#) as a whole: they are more likely to be male and white.<sup>1</sup>

Recent analysis by TfL suggests that there are 8.17 million journeys made daily in London by motorised transport modes [that could be cycled](#). The greatest unmet potential for cycling growth is in outer London, where only five per cent of cyclable journeys are currently undertaken by bike.

In his [draft Transport Strategy](#), released in June 2017, the Mayor has proposed a new target for 80 per cent of trips to be made by walking, cycling or public transport by 2041. In [our response to the strategy consultation](#) we have called for a specific cycling modal share target to be set as part of this.

### London's cycling infrastructure

TfL has pursued a range of initiatives to promote cycling in London. Policies have included the provision of training, parking facilities, supporting organisations to produce travel plans, and the cycle hire scheme.

Over recent years, TfL policy has increasingly focused on the construction of physical cycling infrastructure on London's roads. A change in direction towards more segregated infrastructure followed [our report in 2012](#) recommending this approach.

Our investigation will cover the full range of cycling infrastructure in London, with a particular focus on:

- **Cycle Superhighways:** a form of cycle lane, designed to make cycling safer by helping keep cyclists away from general traffic, and offer direct and continuous cycling on major routes.
- **Quietways:** a network of cycle routes that link key destinations, improving safety and convenience through small-scale interventions.
- **Mini-Hollands:** TfL schemes to invest neighbourhood-level improvements in walking and cycling, involving a range of interventions in each area.

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<sup>1</sup> TfL, [Attitudes towards cycling](#), 2016

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- **Cycle parking:** provision of parking spaces on-street, at stations or in dedicated parking facilities.

It is important that TfL is able to establish the effectiveness of the infrastructure it installs on London's roads. We are concerned that to date there has been no comprehensive study of the new infrastructure's impact on cycling safety, modal share and other road users.

### The Mayor's priorities

With some modifications, Sadiq Khan has continued to implement the cycling infrastructure projects developed by TfL under his predecessor, with ongoing delivery of planned Superhighways and Quietways.

The Mayor's draft Transport Strategy set out further proposals for cycling in London. There is an over-riding ambition to deliver '[Healthy Streets](#)', a multi-faceted agenda involving improvements to cycling facilities as well as a wide range of other interventions for London's road network. The strategy also has a focus on making cycling to London's town centres easier, and sets a target for 70 per cent of Londoners to live within 400 metres of a high-quality, safe cycle route by 2041.

In our response to the strategy consultation we highlighted the lack of a clear, long-term vision for London's cycling infrastructure, beyond the delivery of projects already planned. TfL has recently published a [Strategic Cycling Analysis](#), identifying 25 major cycling routes where feasibility studies will be conducted for infrastructure improvements.

### Key questions

Questions we are seeking to address in this investigation include:

1. What progress on new cycling infrastructure has been made under Sadiq Khan, and what are his long-term plans?
2. Has TfL resolved the problems that delayed some cycling schemes under the previous Mayor?
3. Has segregation delivered the anticipated benefits on the Cycle Superhighways? How many cyclists are using these routes?
4. To what extent has segregation had negative consequences for other road users and, if necessary, how can this be mitigated?
5. Have Quietways delivered their anticipated benefits? How many cyclists are using them?
6. What are the differences in infrastructure between inner and outer London? How can TfL ensure infrastructure in different areas is sufficient and appropriate to the location?
7. How will TfL's new 'Strategic Cycling Analysis' help determine where and how to invest in infrastructure?
8. How appropriate is the 400-metre target set in the draft Transport Strategy? Can we equate proximity with access?
9. Is TfL's approach to public engagement working effectively to improve scheme designs and meet stakeholder needs?
10. Are Londoners sufficiently aware of the cycling infrastructure available to them, and how can awareness be increased?

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11. How is TfL using infrastructure to attract a more diverse range of people to cycle in London?
12. Is there sufficient cycle parking in London, and is it in the right locations?
13. How are the lessons of the Mini-Hollands and other previous cycling schemes being applied elsewhere?
14. Should cycling infrastructure be oriented toward longer-distance commuting journeys, or more localised trips?

## How to contribute to the investigation

We welcome submissions from any organisations and individuals with views and information to share on this topic. Submissions should aim to address any of the questions outlined above, and other issues that are relevant to the scope of the investigation. We are keen to hear from cyclists and users of other transport modes, organisations delivering services on roads, businesses, London boroughs, campaigners, transport experts and anyone else with an interest in this topic. To contribute, please send submissions to the Committee by the deadline of **22 January 2018** using the details below.<sup>1</sup>

Email submissions	TransportCommittee@london.gov.uk
Postal submissions	Richard Berry, London Assembly, City Hall, The Queen's Walk, London SE1 2AA
Further information	020 7983 4199
Media enquiries	020 7983 4228

## About the Committee

The Transport Committee examines all aspects of the capital's transport system in order to press for improvements for Londoners. The Committee monitors how the Mayor's Transport Strategy is being implemented, and scrutinises the work of Transport for London and other transport operators.

### Committee Members

- Keith Prince, Chairman (Conservative)
- Caroline Pidgeon, Deputy Chair (Liberal Democrat)
- Shaun Bailey (Conservative)
- Tom Copley (Labour)
- Florence Eshalomi (Labour)
- David Kurten (UK Independence Party)
- Joanne McCartney (Labour)
- Steve O'Connell (Conservative)
- Caroline Russell (Green)
- Navin Shah (Labour)

<sup>1</sup> We will publish written submissions online unless they are marked as confidential or there is a legal reason for non-publication. We may be required to release a copy of your submission under the Freedom of Information Act 2000, even if it has been marked as confidential.