

Appendix 1: Walking and cycling at Outer London junctions

Transport Committee

The London Assembly's [Transport Committee](#) has launched an investigation into walking and cycling at Outer London junctions. This investigation will be led by Caroline Russell AM, and will look at how TfL and London boroughs can improve junctions to increase the take up of walking and cycling.

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

Active travel

The Mayor and TfL are promoting walking and cycling as a form of active travel and a way to reduce health inequalities. Their [Healthy Streets](#) document sets out an ambition “for all Londoners to enjoy the benefits of being active through walking and cycling for at least 20 minutes a day”. Currently, over 40 percent of Londoners fall short of the recommended 150 minutes of activity per week.

TfL [research](#) has found that people who live in Outer London tend to walk less than those who live in Inner London. Public transport coverage is lower and car ownership is higher in Outer London, with cars making up a larger share of journeys. In particular, people who live in Outer London are less likely to walk children to school, walk to see friends or relatives, and walk to pubs, restaurants and cinemas.

In 2015:

- 53 percent of Inner Londoners walked at least five journeys a week, compared to 35 percent of Outer Londoners
- 47 percent of Inner Londoners walked as part of longer journeys on other forms of transport at least five times a week, compared to 41 percent of Outer Londoners

TfL has also identified that Outer London has the greatest potential for growth in cycling. It published [analysis](#) which showed that, in 2016, 55 percent of potentially cyclable trips in London were in Outer London. Only 5 percent of the potentially cyclable trips in Outer London were cycled, compared to 9 percent in Inner London and 14 percent in Central London.

TfL work on junctions

TfL recognises that dangerous junctions put people off walking and cycling, and has committed to improving safety. Under the Safer Junctions programme, it is focusing its efforts on the 73 junctions which have had the most collisions involving pedestrians, cyclists and motorcyclists. These junctions tend to be ones which are already well-used by cyclists and pedestrians, and are mainly in Inner London. Just five of the 73 are in Outer London. The target junctions will be reviewed each year using the latest safety data.

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Each junction that has been improved through TfL's Safer Junctions scheme (previously called Better Junctions) required significant funding. Works on the Elephant and Castle gyratory for instance were budgeted at £24.4 million. Outer London covers a large area and has many more junctions than Inner London. This means that the approach taken in Inner London, investing large sums in a relatively small number of junctions, may not be cost effective.

TfL also has a Mini-Hollands programme for Outer London, which started under the previous Mayoralty, and now sits under the Healthy Streets agenda. Three Outer London boroughs – Enfield, Kingston and Waltham Forest – were awarded £30 million each to help create a network of cycle routes. A third of the work is either complete or underway, and the projects should be fully completed by March 2021.

We will use this investigation to explore different approaches that TfL and London boroughs could take to improving junctions and increasing walking and cycling take-up in Outer London. We will examine whether there are low cost solutions that could be rolled out across a large number of junctions, look at options for prioritising spend - for instance in certain areas of Outer London or on certain types of journey - and consider the extent to which the cycling budget should be increased if higher-cost interventions are found to be the most effective.

Key questions

In this investigation there are a number of specific questions the Committee is seeking to answer, as set out below. Respondents should address any questions where they have relevant views and information to share, and feel free to cover any other issues they would like the Committee to consider.

Previous junction improvements

- 1. What lessons can be learned from previous junction improvements, either in London or in other cities?**
- 2. How successful have recent junction improvements been in improving safety for pedestrians and cyclists?**
- 3. How successful have recent junction works been in increasing the take up of walking and cycling?**
- 4. Are there any examples of low cost solutions that could be rolled out across a large number of junctions?**

Encouraging people to walk and cycle

- 5. What are the biggest barriers to people walking and cycling in Outer London?**
- 6. What would enable people to walk and cycle more in Outer London?**

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7. What changes to roads and paths would make it easier of more appealing for people to walk and cycle in Outer London?

The needs of different road users

8. Are there any examples where the needs of pedestrians have come into conflict with the needs of cyclists at junctions?

9. How might junction improvements that help pedestrians and cyclists affect other road users?

10. What needs to be in place to support the needs of those with disabilities and visual impairments?

Implementation

11. What would be the main challenges of improving Outer London’s junctions for pedestrians and cyclists, and how could these be addressed?

12. Should spending be prioritised, for instance on certain areas of Outer London or certain types of journey?

13. Is there a need for a bigger overall budget to improve junctions in Outer London?

How to contribute to the investigation

We would 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 you think it important for the investigation to cover.

We are keen to hear from pedestrians, cyclists, campaign organisations including those representing disabled and visually impaired people, Transport for London, London boroughs and other experts and stakeholders. Please respond by **11 August 2017** using the details below.¹

Email submissions	transportcommittee@london.gov.uk
Postal submissions	Emily Hopkinson, London Assembly, City Hall, The Queen’s Walk, London SE1 2AA
Further information	020 7983 4000
Media enquiries	020 7983 4228

¹ 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.

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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 are:

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

You can find out more about the Committee's investigations and read our reports here:

<https://www.london.gov.uk/about-us/london-assembly/transport-committee>

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