

From: Nicholas Sanderson <nicholas.sanderson@sustrans.org.uk>
Sent: 09 December 2016 14:43
To: Your Views
Cc: MTSEngagement@tfl.gov.uk
Subject: Sustrans submission re: City for All Londoners

Dear Mayor of London,

I write to provide a written summary of Sustrans' views on the City for All Londoners document and early directions for a new Mayor's Transport Strategy (MTS).

Sustrans is the charity that's enabling people to travel by foot or by bike for more of the journeys we make every day. For this reason our comments are primarily focussed on 'Part 4: Environment, Transport and Public Space.'

A welcome focus on changing the way we travel

We welcome the Good Growth principles and support the priority given to the notion of 'Changing the way we travel' (p. 29). We strongly welcome the commitment to "look to reduce traffic and encourage walking and cycling on 'Healthy Streets'" (p. 12), driven by our shared ambition to improve Londoners' health and wellbeing and bring air quality back to safe levels. We welcome the ULEZ and encourage the Mayor to bring this forward and expand its geographical scope. Emissions and congestion are two major health and economic burdens placed on London by road traffic and this is not factored into the price of motoring.

As part of "a clear emphasis on making cycling easier" (p. 64), the forthcoming MTS should contain ambitious objectives for mode shift to guide decisions over street space and use, and to help TfL and boroughs target investment effectively.

Transforming London's streets requires significant funding and resourcing

Investment in walking and cycling infrastructure is extremely cost-effective, however, achieving modal shift requires transformation of London's streets and public spaces and therefore requires significant funding and resources to achieve this. We have welcomed the record amount set out in the draft TfL Business Plan.

The London Plan should also identify how developments will contribute financially and through design and master planning to 'Healthy Streets' as well as flagship infrastructure. The pedestrian and cycling bridge between Rotherhithe and Canary Wharf presents a major opportunity to pool investment from a range of sources as it connects two major 'Opportunity Areas'.

London needs clear leadership on 'Healthy Streets' and a robust decision-making framework

Sustrans has welcomed the signals of intent from the Mayor since taking office in May. Clear leadership and direction from the Mayor and Deputy Mayor for Transport are a pre-requisite for decision making about investment and street space allocation. The involvement of a Walking and Cycling Commissioner is needed to continue to change the culture of transport planning and traffic engineering in London and ensure effective delivery across TfL and partners.

We welcome the shift to 'Healthy Streets' and believe that, if guided appropriately, this will help unlock significant opportunities for inclusive walking and cycling infrastructure, and in turn, improve all Londoners' quality of life. We expect a series of tools and resources to follow to guide and support TfL, boroughs and other delivery partners in design decisions. This should complement the excellent London Cycle Design Standards in improving the quality of streets and cycle routes.

Similarly, we would welcome clear support for using a collaborative design process and engaging communities from the outset of walking and cycling projects, particularly on residential streets, to ensure schemes both meet local needs and secure public consent.

Changes to streets can be politically difficult at a local level. Alongside resources, the Walking and Cycling Commissioner is still required to secure buy-in at a political level and unblock issues that cannot be resolved at a technical level. Cycle routes across the capital must put quality first, physically segregating cyclists from traffic and pedestrians on busy roads, and ensure that elsewhere people cycling or walking do not have to compete with busy traffic. This important principle must be adopted and championed at the highest level to ensure cycle routes support modal shift.

Sustrans particularly welcomes the 'Vision Zero' approach to road safety, described as "reducing the dominance of motor vehicles on our streets to minimise the dangers they pose to vulnerable road users" (p. 64). The design and operation of heavy vehicles is a key area of focus to achieve this, although more fundamental improvements will be achieved through the transformation of streets, roads and dangerous junctions – these programmes must continue apace.

There are very many cross-cutting benefits to achieving modal shift to walking and cycling. With clear leadership from the Mayor down, a policy framework from the MTS and the funding to back it up, London will be well placed to deliver healthy streets, leading to cleaner air, a healthier and more productive transport system, reduced carbon emissions and a more liveable city to live and work in.

The Mayor's forthcoming strategies should set bold targets for walking and cycling uptake, clear priorities for streets according to their type and establish roles and responsibility for delivery with a political champion to ensure cycling and walking infrastructure is delivered to the best international standards in a timely and cost-effective manner.

We look forward to working with you to further develop these strategies.

Yours Sincerely,

Nicholas Sanderson
Policy Officer – London
Policy Advisor – Scotland
T: 0207 017 2350
T: 0131 346 1384

Sustrans London, 70 Cowcross Street, London, EC1M 6EJ
Sustrans Scotland, Rosebery House 9 Haymarket Terrace, Edinburgh, EH12 5EZ



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