

From: Simon Munk <simonm@lcc.org.uk>
Sent: 12 December 2016 12:49
To: Your Views
Subject: Re: A City For All Londoners

Dear sir/madam,

Please find below the formal response to the City For All Londoners consultation from the London Cycling Campaign.

Yours,

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London Cycling Campaign

11 December 2016

<https://www.london.gov.uk/get-involved/have-your-say/all-consultations/city-all-londoners>

A City For All Londoners

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on this document. The response was developed with input from LCC's sub-committees.

- **#signforcycling** The Mayor must honour his #signforcycling pledges within his Mayoralty - tripling Cycle Superhighway mileage of protected space, completing the Better Junctions programme, providing town centre "mini-Holland" funding for every London borough and bringing in Direct Vision lorries as standard (the latter already underway). Making cycling safer and more comfortable will benefit those groups who are particularly put off by mixing with motor traffic, enabling a wider range of Londoners than ever before to cycle when and where they want to, including more women, older people, children etc.
- **Budgeting for cycling** The Mayor's commitment to spend £770 million on cycling over the next five years is very welcome, Transforming London to enable people of all ages and all abilities to cycle for their everyday journeys - and so reach release the potential for cycling as a major and mainstream transport option in London - will take decades. This spending level should therefore be viewed in that context, as a minimum baseline for future budgets across the time period of the London Plan and beyond; and the Mayor should ensure a planning framework and programmes are set up to ensure long term continuity of cycling investment, just as with public transport modes.
- **Road space reallocation** The commitment to tackle "hard choices" on road space allocation is welcome - but note that the current prioritisation within TfL of both bus schemes and "network assurance" ensures those choices don't favour cycling and walking at present. Only 3% of TfL's core network features tracks. The proportion of cycle tracks across London's road network as a whole is vanishingly tiny. Unless there is significant reallocation of road space towards cycling, walking and buses, throughout London, to create a strategic network of active travel routes, then motor vehicles

will continue to dominate the city, and opportunities to enable many more people to cycle and walk will be missed.

- **Welcome elements** the following ambitions and commitments are welcome: for London to be zero carbon by 2050; to reduce car “dependency”; for new walking/cycling and DLR river crossings; to tackle air pollution and inequality of pollution; to introduce the Toxicity Charge and extended ULEZ (although the latter should cover all of London); to move forward with the Central London Cycling Grid, Quietways and Cycle Superhighways; to embrace a "Vision Zero" approach on road danger reduction, including 20mph and safer lorries. With all of these elements, these ambitions should be tied to targets that are measurable to hold the Mayor and any successor to account.
- **A high-quality cycle network** Flagship schemes such as the proposed Canary Wharf - Rotherhithe bridge or removal of motor traffic from Oxford Street are welcome, but they need to form part of a planned, direct and high-quality network of cycling and walking routes (without weak links or missing sections). That network means developing a set of tools to ensure consistency of approach, as well as ensuring boroughs improve their attitude towards and expertise, to truly embrace cycling and walking, and setting a quality bar for funding. A bar of 70 on a Healthy Streets Check with no “critical fails” is recommended for all Highways schemes to access TfL funding, and this criteria should be embedded into the London Plan.
- **Traffic reduction** The Mayor should not only seek to reduce private motor vehicle traffic, but also professional motor vehicle traffic: private hire/taxi, construction and delivery motor vehicle movements across London. The Mayor should encourage approaches such as consolidation and grouped deliveries to specific locations (such as local shops), and find ways to enable and incentivise a shift to cargo bikes. To avoid inducing more motor vehicle journey demand, new river crossings should be for "active travel" modes, not motor vehicles. As an example, the Silvertown Tunnel as currently proposed risks inducing large amounts of motor vehicle traffic into east London particularly. The Mayor should also investigate other forms of "smart" congestion charging to further reduce car usage and induce modal shift.
- **Modal share target** Mass shift to walking and cycling will be an essential component of meeting the target of making London zero carbon by 2050. The Plan should therefore put London onto a trajectory towards having the highest modal share for cycling of all European “mega-cities” by then.
- **Healthy Streets** The Mayor embracing the “Healthy Streets” agenda is welcome. But the Mayor must be bold in meeting ambitions such as those expressed on p30, particularly in creating “iconic places free of traffic”. Most of London’s centre should eventually be free of motor vehicle traffic, with Oxford Street and Bank Junction just the start. To further boost Healthy Streets, "Local Air Quality Management" plans should be linked to Healthy Streets and the Mayor should use all his powers (as Chair of the London Health Watch Board etc.) to bring the "Healthy Streets" initiative and promotion of cycling and walking to all health providers, boroughs and other stakeholders in London.
- **Mini-Hollands** Town centres, large developments and "Liveable Neighbourhoods" etc. should be designed along the Dutch model of creating safe routes for cycling and walking to transport interchanges and amenities within suitable radii to facilitate "mixed mode" journeys. They should also be designed to reduce traffic on residential streets, to create quieter neighbourhoods to maximise community benefits and cycling and walking. Motor vehicle traffic across London should be routed primarily through high capacity “distributor” roads for longer journeys, for shorter journeys the priority should be cycling, walking and public transport.
- **Cycle parking** The London Plan should promote higher, and user-friendly, cycle parking standards at all developments - taking into account residents, visitors to residents and visitors to amenities, shops etc. also. And also promote the reduction of motor vehicle parking provision to provide space for housing, cycling, walking and public transport wherever possible.
- **Enforcement** Making the "criminal justice system work for Londoners” should include focus on road traffic justice to

tackle the barriers illegal driving puts up to more people cycling and walking. Currently the police fail to adequately prioritise illegal driving behaviour, and the justice system fails to investigate, pursue, prosecute and punish those who commit it. The result driver compliance to road rules in London is too low – and aggressive driving is a major barrier to people walking and cycling more.

- **End Lorry Danger** The Mayor must press ahead with plans to ensure that operators replace lorries with poor driver vision with the latest designs that all-but eliminate so called 'blind spots.' Lorries that are Zero Rated for direct vision by TfL must, as the Mayor has proposed, be taken off London roads as soon as possible.
- **Cycle theft** High levels of cycle theft continue to undermine growth in cycle use. The Mayor must set targets to reduce levels of cycle theft and ensure the Police Cycle Task Force cracks down on both organised cycle theft and internet sales of stolen cycles. Information for cycle users on security techniques and security marking must be more readily available also.

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