

TfL Response to London Assembly Transport Committee report on London's cycling infrastructure

August 2018



Introduction

In March 2018 the London Assembly Transport Committee published a report, [‘London’s cycling infrastructure’](#). The report makes a number of recommendations to improve how Transport for London (TfL) and its partners can enhance the delivery of cycle infrastructure and increase the take-up of cycling.

TfL has set out its strategic approach to delivering cycling in the Mayor’s Transport Strategy (MTS), which built upon both the successes and lessons learned from the recent delivery of Cycle Superhighways, Quietways, Mini-Hollands and other initiatives.

TfL’s responses to these recommendations are set out below.

Recommendation 1: New cycle infrastructure

TfL should publish a timeline for the six new cycling routes announced by the Mayor in January 2018, setting out key design, consultation and construction milestones. We also ask TfL to set a date by which the detailed schedule for delivery of the 19 remaining routes will be published.

TfL Response

The strategic cycling network consists of Cycle Superhighway and Quietway routes delivered by TfL and London boroughs in recent years. The future development of this network is being shaped by the findings of the Strategic Cycling Analysis (SCA), ensuring that investment in new strategic routes is targeted at the highest levels of current and potential cycling demand. The SCA also identifies opportunities for the delivery of the cycle network to improve safety for walking and cycling, ensuring that investment in new cycle routes contributes to the Mayor’s ‘Vision Zero’ approach to road safety. Making these routes safer and more attractive to cycle on is essential to encouraging the take-up of cycling in London.

A pipeline of future routes has been identified based on the SCA. Starting with the 25 routes with the most potential for cycling in inner and outer London, these routes will be delivered over the lifespan of the MTS.

In January 2018 the Mayor announced the first six routes from this pipeline to be taken forward. TfL and relevant boroughs are pressing ahead with these routes alongside the continued delivery of Cycle Superhighways and Quietways programmes. Design work and stakeholder engagement is underway and is informing the delivery schedule for these six routes. On 2 August 2018, the



Deputy Mayor for Transport announced that, subject to consultation, construction will begin on two of the six new routes within the Mayor's current term of office:

- A new route between Camden and Tottenham Hale will see eight kilometres of substantially segregated new cycling infrastructure built on main roads, enabling people to cycle safely between Tottenham, Manor House, Finsbury Park, Holloway and Camden.
- And a new route between Hackney and the Isle of Dogs will provide a much-needed connection between Cycle Superhighways 2 and 3.

TfL is involving key partners from the very beginning on future routes, recognising their expertise and local knowledge. This new approach, building on both the successes and lessons learned from previous programmes, will ultimately lead to better routes for all Londoners.

The experience of delivering the previous generation of Cycle Superhighways has shown the importance of in-depth and early engagement with key partners including local councillors, Council officers and community groups. As highway authority on their roads or as consultees on the Transport for London Road Network (TLRN), boroughs are essential partners to the successful delivery of the strategic cycling network. Local concerns over proposed changes to on-street parking or traffic management can require changes to the scheme's design and can prolong delivery timescales.

Alongside the planning and delivery of the first six routes, TfL has a programme in place to develop the remaining 19 routes over the coming years. This will ensure that TfL is able to deliver new cycle routes on a rolling basis, and begin working on future plans with stakeholders at an earlier stage than it was previously able. For instance, TfL has already begun working with Lambeth to develop initial plans and concepts for the Oval to Streatham route.

Further information on the plans will be published in the forthcoming Cycle Delivery Plan and subsequently alongside our annual business planning cycle.

Recommendation 2: Cycle Superhighways

The Mayor should change the name of Cycle Superhighways to something more inclusive. He should consider running a public engagement process to allow Londoners to choose a new name.

TfL Response



Cycle Superhighways and Quietway routes are designed to be inclusive and 'normalise' cycling. This means that they are designed to be attractive to all people cycling, regardless of their physical ability, cycling skills and reason for travelling.

Both the increase in the number of people cycling and the improved feeling of safety demonstrate that the Cycle Superhighway network is central to the development of a more inclusive cycling environment.

It is essential that the branding of the network reflects the quality and type of infrastructure. TfL is actively reviewing the branding of the cycle network and will continue to monitor customer feedback to ensure the experience of using the network meets TfL's customers' expectations.

Recommendation 3: Supplementary Planning Guidance

The Mayor should develop Supplementary Planning Guidance for cycling following the publication of the final version of the new London Plan. This would turn the London Cycling Design Standards into formal guidance, so the Mayor can more effectively ensure that minimum standards are followed by boroughs and developers. This should include specific minimum requirements set for new cycle parking to ensure it is safe, secure and appropriately located.

TfL Response

TfL is working with boroughs and developers to embed good quality cycle routes and well-designed cycle parking. However, developing new Supplementary Planning Guidance to mirror the London Cycling Design Standards (LCDS) would not be the most effective way to achieve these aims.

As the Transport Committee noted, TfL works closely with the GLA to increase the minimum cycle parking standards for new developments in the draft London Plan. TfL agrees with the committee that in addition to increasing the amount of cycle parking provided, there must be a greater focus on the quality of cycle parking. However, Supplementary Planning Guidance – like the LCDS - is guidance rather than a statutory document. Because the LCDS is already referred to in Policy T5 Cycling of the draft London Plan, developing Supplementary Planning Guidance based on the LCDS would not bring additional benefits.

TfL recognises that in the past, parts of the Quietway network have been delivered with some compromises due to significant local challenges, as noted in the Transport Committee's report. The development of the cycle network does not usually require planning permission as works by the highway authority on or adjacent to the highway would be permitted development. Therefore,



Supplementary Planning Guidance to the London Plan is not the means to address the issues raised by the committee on the quality of parts of the Quietways network.

TfL is addressing the issue of the quality of the cycle network by adopting the following approach:

- Working closely with boroughs and local groups to improve Quietway proposals. Valuable lessons have been learned from the initial implementation of Quietways and sections of the Cycle Superhighway network. As well as building on these learnings in subsequent projects, TfL considers where improvements to existing locations might be made in partnership with boroughs.
- Setting consistent, high standards for Quietways. This means, where changes to make streets suitable for cycling cannot be agreed, not funding these interventions.
- Working with boroughs to develop and plan new cycling schemes and initiatives. The experience of delivering the previous generation of Cycle Superhighways and Quietways has shown the importance of in-depth and early consultation with boroughs, and ensuring that boroughs are fully involved from the very beginning of all new projects. Their expertise, enthusiasm and knowledge allows TfL to gather vital intelligence and develop high-quality, joint schemes that gather buy-in and local support.
- Embedding the Healthy Streets Approach in the scheme design process. The Healthy Streets Approach further embeds TfL's focus on delivering benefits for people walking and public transport users when designing new cycle infrastructure.

TfL will provide more support for boroughs to help them plan and deliver transport schemes that make a real difference to their residents and businesses. TfL will continue to work closely with borough and GLA planning officers to ensure that new developments contribute appropriately to local cycle routes, that new homes and jobs are integrated into cycling networks, and that opportunities for improved facilities that support the whole community are sized as developments come forward. This approach will allow TfL to use the LCDS and other tools throughout the design process and ensure it continues to evolve to reflect emerging best practice and lessons learned.

Alongside this, to promote safe, secure and appropriately located cycle parking in new development, TfL will:

- Continue to secure good quality cycle parking through the statutory planning process.
- Work with London planning authorities to ensure that their emerging development plan documents reflect the draft London Plan.
- Update the LCDS, to be published in spring 2019, with a greater emphasis on providing good quality cycle parking and further guidance on cycle parking design.



Recommendation 4: Liveable Neighbourhoods

TfL should develop a framework to monitor and evaluate the Liveable Neighbourhoods programme, as well as encourage boroughs to collect and share data and establish a mechanism to allow boroughs to put forward Liveable Neighbourhoods plans on an ongoing basis

TfL Response

In 2017 TfL launched the Liveable Neighbourhoods programme to provide the funding to transform London's streets into places where people choose to walk and cycle. London boroughs of Hackney, Waltham Forest, Havering, Lewisham, Haringey, Ealing and Greenwich have already been successful in bidding for the first round of funding.

The programme will learn from past experience and track a number of indicators of success against the programme objectives to ensure that the impact of Liveable Neighbourhoods interventions can be fully understood. This will inform decisions on targeting future investment, ensuring that maximum value for the public is achieved in both outcome and monetary terms.

In May 2018, TfL published the Liveable Neighbourhoods Guidance to help London boroughs in developing and submitting their bids to TfL. The document sets out the monitoring framework for the Liveable Neighbourhood programme.

London boroughs are encouraged to include a clear plan for post-implementation monitoring of schemes for up to three years after their completion. They are also required to record conditions prior to the scheme for comparative purposes using tools such as the Healthy Streets Check for Designers.

Measures of success for the Liveable Neighbourhoods projects will primarily be based on the Mayor's Transport Strategy outcomes. It is however recognised that some factors such as mode shift and health benefits are difficult to evaluate. TfL is currently developing a set of measures for the combined Healthy Streets Portfolio but in the interim, TfL will work with boroughs on the development of measures for individual projects.

Funding for monitoring will form a part of a Liveable Neighbourhoods allocation from TfL. Boroughs will therefore work with TfL to identify the expected schemes benefits, the measures of success and monitoring requirements. The estimated cost for monitoring will be included in the cost estimate provided in the bid to TfL.



As part of the Liveable Neighbourhoods programme, TfL will support boroughs monitoring requirements, either by undertaking surveys directly or by ensuring boroughs have sufficient resources to be able to complete the monitoring. This will enable TfL to compare different schemes and gather information on the performance of the different mixes of interventions in each Liveable Neighbourhoods project.

Monitoring outputs from completed Liveable Neighbourhoods schemes will be included in the borough's Annual report on interventions and outputs submitted to TfL on an annual basis.

Boroughs can submit Liveable Neighbourhoods bids at any time. However, the bids will be considered for funding annually. This process offers the following advantages:

- Enable a competitive process where proposals offering the best value for money are prioritised.
- Enable the review of the Liveable Neighbourhood programme and guidance to ensure TfL applies the lessons learned from previous bidding rounds and update the guidance with the latest policies, strategies and tools at the boroughs' disposal.
- Enable a fair assessment of all bids (i.e. all proposals assessed through the same criteria)
- Simplify the delivery process (e.g. resource and financial management).

Recommendation 5: Cycle parking plan

TfL should produce a cycle parking plan, setting out clear steps towards meeting the obvious demand that is currently not being met. TfL needs to set out how the demand for cycle parking will be met, which partners will play a role, and how this infrastructure will be funded.

TfL Response

TfL will develop a new Cycle Parking Strategy by spring 2019. The strategy will set out how TfL will prioritise the delivery of cycle parking across London, including along new cycle routes, at public transport interchanges and stations, town centres, schools and key destinations.



The strategy will be informed by the Cycle Infrastructure Database, an audit of London's streets which, once completed in autumn 2018, will provide essential new data about the existing provision of cycle parking. This will help us identify areas of London where the demand for cycle parking is not met.

Recommendation 6: Train stations

The Office of Rail and Road, as part of its periodic review (PR18) of Network Rail's CP6 plans, should consider the need for more cycle parking at train stations and asks Network Rail to address this shortcoming in its business plan

TfL Response

TfL welcomes the Transport Committee's recommendation for the Office of Rail and Road and Network Rail to consider the provision of additional cycle parking at its London stations.

In 2015, TfL commissioned an audit of cycle parking at London Underground-served stations within zones 2-9 and found that more than 100 stations have cycle parking facilities at or above levels of capacity. A survey of rail customers found that high quality cycle parking (i.e. Cycle Superhubs) could potentially increase the cycling mode share for accessing stations from one to 4.8 per cent.

Following this audit, TfL successfully delivered Cycle Superhubs at several stations including Hounslow West, North Greenwich and Finsbury Park Stations. However, the lack of cycle parking at stations, including TfL stations, remains a barrier to the take up of cycling. TfL's Cycle Parking Strategy, to be developed by spring 2019, will set out an approach to increasing cycle parking capacity at TfL stations and how TfL will work with stakeholders to prioritise the delivery of cycle parking in locations where demand is the highest.

Recommendation 7: Dockless bike hire services

The Mayor's Supplementary Planning Guidance for cycling should instruct boroughs to require that new developments have parking space for dockless bikes. He should also ask TfL to provide space in appropriate places on the TfL Road Network. We also urge the Mayor to implement our recommendation for a London-wide licensing scheme.

TfL Response



As noted by the committee, dockless bikes have the potential to encourage the uptake of cycling, particularly in areas not currently served by TfL's network of Santander Cycle docking stations. However, in order to optimise their potential benefits, the implementation of dockless bikes hire schemes must be managed and coordinated across London. TfL does not have the powers to regulate dockless bike operators at a London wide level as this falls within the remit of the local highway authorities. TfL is working with London Councils to explore the possibility of establishing a new bye-law to enable a pan-London approach to be taken.

It is essential to monitor the use of dockless bikes and gather sufficient evidence to inform the development of new guidance and/or regulation. The first dockless bikes trials on London's streets started in September 2017 and while there are ongoing discussion about data sharing between TfL and dockless bike operators, TfL does not yet have access to the data. As such, TfL does not yet have sufficient understanding of the uptake of dockless bikes to draw firm conclusions about parking requirements.

TfL is considering the best approach to dockless parking as more bikes are deployed and, based on operational feedback from boroughs, is planning to update its code of practice for operators before the end of 2018.

TfL is aware of the Committee's view on licensing and, as noted in its response to the Future Transport report, has been considering a range of policy approaches, including licensing. However, TfL needs to ensure it learns from the current trials before developing a fixed solution. TfL also needs to respect the needs and rights of boroughs as the highway authority for their own road networks.

