

**London Cycling Campaign response to City of London Epping Forest Cycling Strategy 2020
– 2023 (October 2020)**

19 October 2020

[https://consult.cityoflondon.gov.uk/qf2.ti/f/1199970/82742629.1/PDF/-/Cycling Strategy Draft Final V1 for EFCC 6 10 2020.pdf](https://consult.cityoflondon.gov.uk/qf2.ti/f/1199970/82742629.1/PDF/-/Cycling%20Strategy%20Draft%20Final%20V1%20for%20EFCC%206%2010%202020.pdf)

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this strategy:

- These strategy is supported. And we fully support our borough group, Waltham Forest Cycling Campaign's submission to you.
- We particularly want to highlight from their submission and in general, the following:
 - The importance of linking this strategy to the broader City Corporate Plan and more clearly reflecting City planning on climate crisis, emissions, cycling, walking and indeed car use. On that basis, it is not enough simply to improve cycling – the City has a plan that would suggest it also consider provision for car parking and a strategy for reducing motor traffic to, from, in and through the forest.
 - The importance of the City of London acting as a powerful stakeholder with the local authorities and roads authorities around it. The design of roads in and through Epping Forest is to an incredibly poor standard for cycling in general and there is much the City could do to support moves to see reduced volumes of motor traffic, slower speeds and better infrastructure provision for cycling (such as protected cycle tracks on main roads) on roads in and around the forest.
 - The importance of consideration for a wide range of cycles and the abilities of those who use them in all infrastructure designs - the forest currently features narrow gates, cattle grids and other such features that need to be carefully thought through in the context of cycling provision for those who are disabled and for children, among other vulnerable groups. (Similar thought could also be applied to cycle hire, car parking and cycle parking provision etc.)
 - The need to engage far more proactively with LCC, our local borough groups, and other cycle and potential cycle users of the forest – groups and individuals.

- That the strategy repeatedly uses the word “local” in conjunction with cycling, despite the clear evidence that many Londoners live within cycling distance of the forest, and that the current approach to car parking means many visitors to the forest are not “local”. If the City wishes to encourage purely local cycling, it both needs to be far clearer about what constitutes “local” cycling, and about its stance on non-local driving.