

## **City of London Transport Strategy draft visions, aims and outcomes**

*3 August 2018*

<https://www.cityoflondon.gov.uk/services/transport-and-streets/Pages/Draft-vision,-aims-and-outcomes.aspx>

### **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:**

The City of London's transport strategy "draft visions, aims and outcomes" are broadly supported. However they are not the transport strategy itself, and therefore do not contain enough detail for us to fully anticipate or yet comment on the likely proposals arising from these general aims and outcomes.

### **Specific comments on the draft vision:**

Words that are missing from the vision include "safe" and "sustainable", i.e. "The Square Mile enjoys world class, safe and sustainable connections and streets that inspire and delight."

"Safe" relates to the work and targets on "Road Danger Reduction" that the City proposes in its [separate document](#) (our response is [here](#)), and "sustainable" (or some other analogue) would relate to ensuring motor traffic volumes are reduced, and streets are planned for humans, rather than vehicles – with walking, cycling and public transport as the priority (followed by freight, servicing and construction, and private and private hire motor vehicles last).

#### **Specific comments on draft outcome 4. “People enjoy a relaxed cycling experience in the Square Mile”:**

“The design and management of streets will enable cycling at a pace that suits the City and make cycling a relaxing and enjoyable way to travel.”

Enabling people to cycle at a pace “that suits the City” implies the City views cycling speed as something to be controlled and reduced. Controlling cycling speed through enforcement or restrictions will not enable the widest range of people to cycle, nor will it create an environment conducive to “relaxing and enjoying” cycling.

The City has historically been hostile to physically-protected space for cycling, separate to motor vehicles or pedestrian traffic. There is incredibly little safe and separate cycling space in the City, particularly considering those roads controlled by the City, rather than TfL.

This is despite there being clear demand and need for cycle tracks on main roads around the City. For instance, TfL’s Strategic Cycling Analysis shows how Liverpool Street, Commercial Street, Aldersgate Street, Cheapside, Fleet Street and others lie along corridors of the highest cycling potential.

“Relaxing” (and by implication leisurely) trips throughout the City are vitally important to enable and encourage – and we fully support provision that enables such journeys. But it is a mistake to assume either that such trips should be the only or primary way of cycling around the City, or that the kind of provision that currently encourages faster cycling in London will not be suitable for more leisurely trips and/or that a different kind of provision is needed for “relaxing” cycling.

In other words, cycling provision should be designed, and with sufficient capacity, that it enables and encourages a wide range of types of rider and trip, and if you build enough capacity, the same infrastructure and provision will suit a parent cycling a cargo bike with kids in, as it will a faster commuter, and a less confident tourist on a hire bike. All will be able to reach their destination safely while “relaxing” on the way, at a variety of different paces.

#### **General points about cycling schemes:**

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated.