



The London Cycling Campaign is a charity with more than 40,000 supporters of whom 12,000 are full members. We speak up on behalf of everyone who cycles, or wants to cycle, in Greater London. Our aim is for London to be a world class cycling city. Founded in 1978, our organisation campaigns for every street in the city to be cycle friendly so millions more Londoners, whatever their age or ability, can enjoy the benefits of cycling, helping to create a cleaner, healthier and less congested capital.

We welcome the opportunity to comment on the Cycling and Walking Investment Strategy.

General comments

The rapid growth of cycling in London continues to make the most significant contribution to meeting the Department of Transport's England-wide cycling targets. The number of cycling journeys in Great London has grown from 300, 000 trips in 2003 to more than 645,000 in 2015 and we are on track to meet the 2026 London target of 1.5 million journeys (approximately 5% of all journeys) . Currently London accounts for almost a third of estimated cycling journeys in England and the forecast growth for London exceeds the pace of growth that the Department has set as a target for the rest of the country

We note that London offers a range of lessons and principles that the capital's officers and politicians have developed, and which could be promulgated on a national basis where applicable – and particularly in other densely-populated urban areas. London is also progressing an Ultra Low Emission Zone (ULEZ) designed to reduce exceedance of air quality standards which are in large part an outcome of motor vehicle emissions.

The 1.5 million cycle journey target for London, noted above, is included in the TfL business plan as a key element of satisfying the transport needs of the capital's growing population. London's new Mayor, Sadiq Khan, has declared a commitment to increasing investment in cycling in order to ensure that this target is met. More specifically he is committed to tripling the mileage of protected cycle lanes, developing cycle friendly town centres in each borough and reducing lorry danger by making 'low-entry, high-vision (see below) HGVs the norm in London.

London's achievement in growing cycling and, in the past four years, implementing continental grade cycle infrastructure in central London, has attracted both UK wide and international attention. Academics , politicians and civil servants from Japan, South Korea, the Ukraine , Denmark, Netherlands, Spain, Wales and Scotland are among those who have sought advice from the London Cycling Campaign.

The successes of London are already setting an example for other British cities. To reap the full health, air quality and transport benefits of increased cycling not only does the DfT need to boost its investment programme but also assist local initiatives by providing the legislative and regulatory framework that already exists in the rest of Europe.

In some areas, notably reducing road danger from HGVs to pedestrians and cyclists, London is ahead of Europe and this good practice could usefully be extended across the whole of the UK.

London strategy

London stands out worldwide as major city that has seen a sustained and significant growth in cycle use over more than a decade. Thanks to all-party support, the declared commitments of London Mayors and an active stakeholder community, the capital has embraced progressive infrastructure designs than can be seen, for example, outside the Houses of Parliament.

The overall approach follows the, WHO recommended, 'Safe Systems' strategy, (also recently advocated by the DfT) and recognises that both road danger and perceived road danger must be reduced to encourage the take up of cycling. It follows from this strategy that mass cycling, as seen in Holland, requires protected space for riders on busy streets. The impacts of such an approach have recently become more evident in the UK : within days of opening of new, high quality, cycle tracks along Blackfriars Bridge Road and the Victoria Embankment cycling volumes had increased.

It is notable that in London cycling infrastructure strategy was developed centrally with the goal of a creating coherent, direct, safe and comfortable cycle network across the capital. Most, though not all, funding derives from TfL but projects are implemented in partnership with London boroughs. An obvious advantage of central co-ordination in route planning is that borough boundaries do not become obstacles to route continuity.

We note the emphasis in CWIS on a primarily localised and decentred approach. It is important to note the risks to targets that can result from such an approach. In London, some councils have not progressed, for a range of reasons, proposed cycling-positive developments, while continuing to provide motor vehicle-centric designs that have been the norm for several decades. Such decisions can conflict with declared policies that favour sustainable transport and are contained in environment and transport strategy documents. Central direction, for example from City Hall and TfL, has in some cases been required to progress valuable schemes that will help London as a whole to meet its targets. In many boroughs, cycling infrastructure is still not budgeted for appropriately and cycling is marginalised.

We note that the same pattern is visible across the UK – a patchwork approach to cycling spending and design quality. If the DfT wishes to meet its cycling target it should urgently adapt the London Cycling Design Standards for wider, national use – to guarantee a base level of cycling design standards and to provide a unified design approach.

Experience in London suggests that leaving funding to local councils will likely mean that many will not prioritise cycling. The government must urgently work to guarantee a base level of spending per head by councils – while ensuring that money is well spent. The all-party Get Britain Cycling Report

have suggested a minimum investment of £10 per head per annum. Experience in London, where cycling has grown year on year in tandem with greater investment, shows that growth cannot be achieved without adequate funding. While surveys consistently show that a quarter, or more, of Britons would like to cycle or cycle more, their participation in active travel requires improved cycling conditions.

Cross –departmental work is also vital. The government should ensure DfT and other departments fully integrate cycling, with its unique health, congestion, pollution and climate change reducing benefits (and DfT evidenced high rate of return for investment) into all governmental business, policy and planning. An improved CWIS can be an opportunity to move the UK to being a significantly more cycling-positive nation.

While the current government may not yet favour a move away from car-dominated development for the country as a whole, the growing concerns over inactivity, pollution, congestion and climate-change-related costs to society, will inevitably, as the population increases, lead to policies that London is already embracing.

The Dutch and the Danes adopted policies that promote cycling and walking decades ago and they are now reaping the benefits and enjoying life in some of the most liveable cities in Europe. London, and a few other UK towns have started on that journey, it would be of benefit to everyone if the rest of the country were to follow.

Impact of UK-wide measures on London

In responding to the DfT consultation the LCC strongly urges the Department to renew its backing for the, internationally noted, London cycling programme and to spread knowledge of the capital's good practice across the country. While CWIS does not examine the costs to health and congestion of growth in motorised transport, previous DfT estimates put this cost in the UK at £40bn per annum.

Our specific response to consultation questions follows below but we note the following key ways in which the DfT can assist the continuing successful growth of cycling in the capital:

- Encouraging the new London Mayor to sustain and improve the current cycling programmes that have successfully doubled cycle use in the capital. The official London target, required to meet transport needs, is to double cycling again over the next decade to 1.5m daily trips. This will require both political will and sustained investment.
- Progressing legislation and formal guidance that will facilitate the implementation of best-practice cycling infrastructure in line with the TfL London Cycle Design Standards. A noted example where DfT intervention would help is in setting out clear priority over turning traffic for pedestrians ,and cyclists in cycle tracks or lanes, who are travelling straight ahead (this is the case in most of continental Europe). Such legislation or Highway Code guidance would help reduce road danger as well as simplifying signal sequences. Current signal post and

podium requirements, as well as other regulations, restrict the development and design of innovative and European-style highways designs – by demanding too much space from roads in order to, for instance, separate turning motor vehicle traffic movements and cycling movements.

- Reducing the danger from lorries by promoting the well-established London programmes of Safer Urban Driving (SUD) training; Fleet Operators Recognition Scheme (FORS) certification; and the Construction Logistics and Cyclist Safety (CLOCS) standard.
- Making SUD training a mandatory element of driver CPC training.
- Utilising Government contracts to encourage the purchase of lorries with low entry cabs and high vision which have far fewer hazardous ‘blind spots’ (sometimes called ‘direct vision’ vehicles) .

Role of national government departments, local government, public bodies, businesses and the voluntary sector

While the Government is setting targets for growth in cycling it has not yet chosen to set targets for a reduction in car use in urban areas. Government projections are for a continued growth in motor vehicle ownership and use. Excepting traffic on motorways, more congestion and busier roads are obvious deterrents to cycle use. We note that the continuing increase in motor car use is in part driven by effective promotion by the motor trade which spends in excess of half a billion pounds a year on motor car advertising. There is no comparative promotion of sustainable transport and active travel.

In London politicians have taken the step of declaring a policy of reduced car use in inner and central London to reduce both congestion and pollution. This, for example, impacts planning permission for additional car parking allocations in new developments and has encouraged the construction of some ‘car-free’ developments. Such policies also motivate developers and councils to improve public transport and conditions for walking and cycling. They may be further incentivised by the planned introduction of a larger than previously proposed ULEZ in London to help reduce the regular exceedence of air quality standards

It would be helpful for local authorities to know that not only do government departments support cycling growth but also that they want to see less dependence on private car use.

We note , and welcome, the calls from Roadpeace to give more priority to traffic law enforcement and justice. LCC, together with Roadpeace and other groups, contributed to the London Assembly investigation of road crime . We commend to the Department the following consultation response http://www.roadpeace.org/resources/Joint_response_to_London_Assembly_Police_and_Crime_Committee_re_road_traffic_crime.pdf. The Department may also wish to review the London Assembly discussion of the issue.

Innovative Projects

We provide a short summary of a selection of London cycling projects. LCC can supply fuller details on request.

Vibrant advocacy groups

A US study has shown that cycling grows fastest where cycling advocacy is most advanced. LCC's campaigning work and innovative thinking has helped move London forward at a time when the rest of the UK was standing still in terms of cycling growth.

LCC volunteers have, for several decades: provided expert advice to those wishing to take up cycling; developed strategies for boosting cycle use in the capital; made the case for high quality infrastructure including mock ups of street changes; provided expert input to thousands of cycle routes and traffic scheme consultations; led thousands of guided rides; gathered extensive mapping data; run popular Dr Bike (Bike Revival) schemes; run community cycling schemes; initiated the Bikeability (cycle training) programme; prompted a safer urban driving scheme for lorry drivers; produced safer lorry designs that are now being adopted by leading companies; initiated, and contributed to, the Ride London event.

LCC's voluntary work has been an integral part of growth in cycling in London. From the perspective of policy makers voluntary organisations offer a large, willing and , often, expert work force that can help implement both infrastructure development and behaviour change programmes.

UDL

The UDL education programme is run out of TfL and seeks to educate transport professionals in London on all aspects of transport design. From the cycling perspective UDL has trained hundreds of TfL and local authority engineers in good practice cycle infrastructure design.

Ride London

Conceived of by an LCC volunteer, the Ride London event attracts more than 80,000 members of the public to actively participate in an annual ride around streets closed to motor traffic in central London. A second event – a 100 km ride to Box Hill and back attracts professional competitors as well as Londoners who wish to complete a more demanding ride in the company of other riders. Both events encourage active travel and have enjoyed high demand for places (on the competitive ride) and strong support from the public.

Road works patrol

Recently developed by TfL in conjunction with Southwark and Lambeth Cyclists (branches of LCC) the Road works patrol successfully reduces road danger to pedestrians and cyclists at roadworks by monthly inspections and continuous user feedback. Local authority officers and developers are participants in the programme.

Safer Urban Driving

SUD stems from a project in Lambeth to reduce road danger to pedestrians and cyclists from HGVs by providing lorry drivers with practical experience of cycling on the road. The SUD training module is now JAAPT approved and is included as an option in the Periodic Training drivers have to receive. More than 24,000 drivers have received the training and 85% say it has improved their consideration of vulnerable road users. The module is not yet a mandatory element of the training and the guidance for Periodic Training currently allows drivers to repeat modules. We strongly recommend that SUD be made a mandatory element of driver training.

Safer lorries/Adoption of new designs with far fewer 'blind spots'

Lorries are involved in half the cyclist fatalities in London and in 2014 they were involved in a quarter of pedestrian fatalities. For this reason TfL and LCC are promoting the use of low-entry, high vision vehicles with far fewer blind spots – sometimes referred to as 'direct vision' vehicles. During coroner's inquests frequent reference is made to blind spots obscuring driver vision. Vehicles used for refuse disposal and at airports have low entry cabs and panoramic vision. LCC first proposed the use of such vehicles to Minister Jim Fitzpatrick who asked DfT staff to investigate. Such vehicles are now available for a range of uses including construction e.g. Mercedes Econic, Dennis Eagle Elite. TfL aims to use procurement and planning rules to make such vehicles the norm in London over the next ten years. Similar policies at national level would improve safety across the country.

FORS

The Fleet Operators Recognition Scheme is a voluntary programme for freight operators that provides clients with an assurance that the operator meets a specific, and regularly monitored, standard (3 levels). Most major London fleets and local authorities are now FORS registered. The scheme could be usefully rolled out across the country.

CLOCS (Construction Logistics and Cyclist Safety)

Following an investigation in London that showed the dominance of construction lorries in cycling fatalities, the industry led CLOCS standard in Work Related Road Risk was set up. It now includes more than 400 champions and has run several exhibitions that feature the latest developments in safer vehicles. UK-wide adoption of the CLOCS standard and Government support for the standard would enhance its potential to reduce road danger.

Urban cycle loan

A programme pioneered in London by LCC in partnership with businesses and local authorities which offers participants the opportunity to try before they buy. Riders are loaned a cycle and offered cycle training. Following a set period of use they have the opportunity to buy the cycle at a discount and continue cycling.

Urban cycle parking (Urbancycleparking.com)

A website dedicated to identifying existing and potential locations of cycle parking. The site enables cycle users to find out where cycle parking is located at their destination and also allows them to highlight where they think cycle parking could usefully be installed. London councils are able to use the site to determine where to locate additional parking stands.

Cycle hire

London now features three independent mass cycle hire schemes (aside from private operators):

- The major Santander scheme
- Brompton folding cycle lockers
- Rail station based cycle hire

An important aspect of cycle hire schemes is that they enable anyone to cycle, whether they own a cycle or not. Thus policy makers, business leaders and non-bike owners can experience the benefits of cycling and also understand the current obstacles, such as road hazards, to wider adoption.

Volunteer led social rides

Although low on the policy maker's radar screen social rides enable people to try cycling in the company of more experienced riders and can help them reach the confidence levels to cycle more regularly. LCC local groups organise such rides on a voluntary basis in London and cater to all skill levels. Other stakeholder groups organise rides across the country.

Increasing cycling in under-represented groups

Community Cycling Awards

Responding to its strategy aim of making cycling more inclusive LCC pioneered the community cycling grants in 2000 with support from a Sainsbury's charitable fund. Small sums of money, backed by LCC advice and expertise, were offered to community groups to develop cycling projects.

The programme subsequently was developed and expanded under the auspices of TfL. Several hundred projects have now benefitted from the scheme and a significant number have progressed to becoming self-financing social enterprises – Cycleworks is a notable winner of several awards.

While the projects were managed by LCC annual reports were produced which can be found on the LCC website.

Cycling for people with disabilities

London now has several successful projects for riders with disabilities – including several that were recipients of Community Cycling Grants (see above) in their initial stages. Wheels for Wellbeing (Croydon), Cycleworks (Tower Hamlets and Ealing) London Recumbents (Dulwich and Battersea), Pedal power (Haringey) are among them.

Most of these projects offer cycling sessions on standard and adaptive bikes (recumbents, side by side tandems, tricycles, hand crank cycles, tandems etc) that can cater for a very wide range of riders. Projects are typically based in parks where cycling is permitted and where it is safe to ride. Demand for the projects is high from day centres, disability groups, partially sighted people, people with hearing problems and children's disability groups.

The health benefits of cycling are well documented and these benefits can be of particular importance to people with disabilities.

With several projects running for more than a decade the wealth of expertise in London is significant

London Cycling Guides

While journey planners such as Cycle Streets, TfL Journey Planner and Citymapper are increasingly popular for cycle journey planning, maps have a promotional as well as route finding function.

LCC developed the original London Cycling Guides which were subsequently produced by TfL in partnership with LCC. More than 3 million have been distributed. Surveys of users found that they encouraged people to cycle or cycle more.

The maps remain a useful promotional tool as well as excellent route planning guides.

Assistance to local authorities

Not applicable to London