

London Cycling Campaign response to Westminster City Plan 2019-2040

18 July 2019

<https://www.westminster.gov.uk/cityplan2040>

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 plan:

- We fully support the response of our local borough group, which contains more specific detail.
- While we support the ambition and general "direction of travel" of this plan, there is much in the detail to give concern that Westminster Council remains far too hostile towards cycling, does not collectively understand how to best boost cycling levels, and remains also unclear on how to reduce motor traffic volumes through both transport schemes and planning.
- Most notably, Westminster should commit to improving the cycle network proposals in this plan further, and to work with TfL and the Mayor in fulfilling them; it should commit to a rapid roll-out of "low traffic neighbourhoods" and cycle tracks on main roads, as well as other measures necessary to reduce motor traffic volumes and unnecessary motor traffic journeys throughout the borough, including freight, taxi, private hire and other commercial vehicle journeys that could be done by more sustainable modes or otherwise reduced and consolidated; and it should commit more rigorously and enthusiastically to concrete measures to limit car ownership and use, including car-free developments and car parking restrictions. These principles should specifically be reflected in sections 26.7-26.12 of the Plan and the associated policies, but throughout as well.

General points about cycle schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 and enable all ages and abilities to cycle, 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.