

Sustrans' manifesto
for London 2020

Towards a healthier, happier city

Foreword

London is a world city and a global leader. An open, tolerant, thriving, diverse metropolis with a proud history of innovation, creativity and being at the forefront of change.

But these are deeply uncertain times. A global climate emergency, air pollution, obesity crises, and a growing divide and disconnect between the richest and poorest in society create significant challenges. The way people and goods move around our city can either exacerbate or mitigate these debilitating issues. The evidence shows that Londoners are moving away from a dependence on private cars and are beginning to experience the benefits to health, economic vitality and community cohesion that this brings. But the ambition and pace of change must accelerate given the scale of the challenges we face.

Walking and cycling provide simple, immediate solutions to improve public health, strengthen community cohesion, reduce serious injuries on our roads, ensure public space is used more efficiently and equitably, reduce carbon emissions and make mobility more affordable to Londoners. Newer technologies, such as electric or autonomous vehicles, have a role to play but we should not focus on them to the detriment of what can be done here and now with existing, low-cost methods. This is especially true where the new tech does not tackle our congestion, social inequality and growing health challenges, and when 67% of our electricity is still generated from non-renewable sources.¹

In this document we set out the pledges that we ask Mayoral candidates to adopt. These pledges will accelerate the change London needs, for the benefit of all and will help create a healthier, happier city, one which

is 'sustainable, efficient, beautiful, and invigorating to the human soul'.² A lofty ambition to transform London into a more active, better connected, healthier, fairer city.



There is overwhelming evidence that where radical changes are introduced to streets, and the barriers to walking and cycling are reduced, local communities thrive.

In Waltham Forest, bold changes to the public realm, which prioritise people over motorised vehicles, have increased levels of walking and cycling and led to an increase in life expectancy of 7-9 months.³ We've seen increases of up to 200% in people cycling along the new cycleways,⁴ demonstrating the appetite of Londoners to take up active travel, where high quality infrastructure is provided. With the challenges our city faces, these measures are more urgent than ever.

London's most deprived residents are more likely to suffer higher traffic levels that contribute to poor air quality and an increased likelihood of being injured by cars. At the same time, many women, black and minority ethnic groups, disabled people, the elderly and those on lower incomes are less likely to cycle than others. All must feel welcome and safe on our streets – we need the political will, backed by the investment – to ensure inclusion and accessibility for all.

**Matt Winfield,
Sustrans London Director**



Radical action transforms neighbourhoods and people's use of their spaces.



Executive summary

In May 2020, Londoners will elect their Mayor for the next four years. This Manifesto outlines three pledges with nine associated policies that Sustrans invites the Mayoral candidates to commit to delivering by 2024. These will help London maintain its world-leading economic position while improving the health of Londoners, making efficient and equitable use of space, reducing congestion, supporting growth, improving air quality, tackling the climate emergency and creating safer, liveable neighbourhoods.

Raise the ambition for walking and cycling:

1. Increase the number of daily trips walked, wheeled or cycled by 1 million every four years.
2. Implement a London-wide road user charging scheme.
3. Introduce a holistic behaviour change programme to identify and tackle the barriers preventing walking, wheeling and cycling.

Create places that prioritise people over traffic:

4. Transform 32 traffic-dominated town or district centres into traffic-free places for people.
5. Create 100 new liveable neighbourhoods.
6. Create 500 school streets.

Create a world-class walking and cycling network:

7. Double the kilometres of cycleways that meet the cycleway quality criteria.
8. Invest £5 million per year in the National Cycle Network in London to make it an internationally-renowned Network for Everyone.
9. Eliminate all known high risk road danger issues on the Safer Junctions Programme.

1. Increase the number of daily trips walked, wheeled or cycled by 1 million every four years – increasing the walking and cycling mode share to 36% by 2032

The Mayor should set a target for the percentage of journeys in London made by walking, cycling and public transport to be 80% by 2032 – three mayoral terms from now. This is earlier than under current plans, but can be met with the measures outlined in this document and the existing planned improvements to public transport.

Explicit targets should be set in the Mayor’s Transport Strategy (MTS) for active modes of travel: 36% for walking and cycling by 2032, up from 27% in 2017. The

walking share in Paris-Ile de France is already 38%.⁵ And the current cycling share in Tokyo is 15%,⁶ 13% in Berlin (with an 18-20% target),⁷ 41% in Copenhagen (trips to work or education only),⁸ and 48% in Amsterdam (trips to work only).⁹ So this is achievable in London.

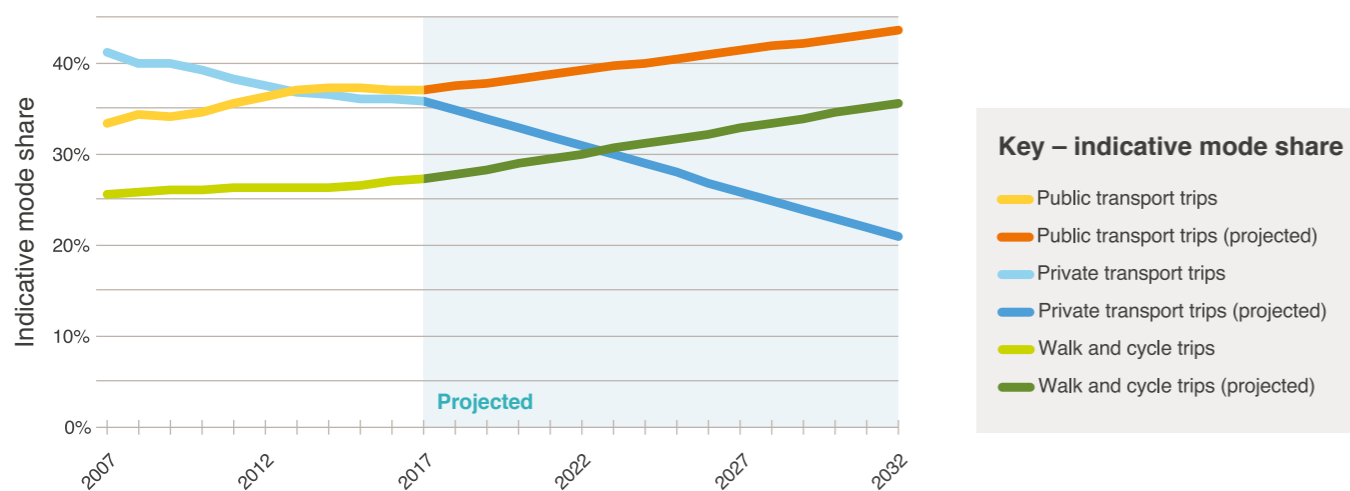
Of the 6.8 million private vehicle trips made each day by Londoners, up to 4.2 million could be walked or cycled, demonstrating the huge potential for a shift from private automobility to active travel.¹⁰ So there is huge potential for increasing walking, and cycling in particular.



36% of journeys could be walked, wheeled or cycled in London by 2032.

Specific mode share targets need to be set to ensure that everyone feels safe and comfortable walking or cycling, regardless of their background or ability. This will shine a light on areas where greater effort is required to remove barriers to entry. Targets should include:

Indicative London mode share – what can be achieved



- Outer London – cycling has been declining as a share of trips since 2014 – this trend needs to be reversed, and the share of trips cycled needs to be more than trebled from 1.4% to 5% by 2024.
- A quarter of weekday morning peak car trips are for school drop-off. Trips walked or cycled to school should increase from 54%¹¹ to 70%.
- Leading by example, the Mayor should cycle to work regularly, and make 80% of trips by walking, cycling or public transport.
- 13% of disabled people use a bike to get around, compared to 20% of non-disabled people¹² – this gap should be reduced to its lowest practicable level.
- People on the lowest 25% of incomes make up just 15% of cyclists – this should be 25%.
- Women should make up 50% of cyclists, but currently only make up 37% – infrastructure and support should be designed to ensure women are equally represented.
- Black and ethnic minority (BAME) Londoners make up only 25% of people who cycle, while the proportion of BAME Londoners is 37%¹³ – the barriers preventing this gap from being reduced should be tackled.
- London needs to increase the number of daily walking and cycling trips by 1 million every four years.

Why?

Meeting these targets requires significant leadership from the Mayor, but are essential to:

Tackle the climate emergency

With the UK government now having declared a climate emergency, and London becoming more susceptible to extreme weather events such as high summer temperatures,¹⁴ we need to support measures which can make an immediate reduction in greenhouse gas emissions. Unlike many solutions to this emergency, increased walking and cycling are simple, low-cost activities that can deliver emissions reductions today.

Over the past 20 years, road transport greenhouse gas emissions in London have proven to be the hardest of the major emission sources to reduce.¹⁵

Improve the health of Londoners

Londoners need to get active. Just 30% of Londoners walk or cycle for 20 minutes each day.¹⁶ Regular active travel can reduce the risk of many chronic conditions, including coronary heart disease, stroke, Type 2 diabetes, cancer, obesity, mental health problems and musculoskeletal conditions.

If every Londoner walked or cycled for 20 minutes a day, it would save the NHS £1.7bn in treatment costs over the next 25 years.¹⁷

Nearly 40% of London's children are overweight or obese.¹⁸

Reduce congestion and support growth

With London's population set to grow to 10.8 million by 2041,¹⁹ and nearly 400,000 more jobs set to be created in central London alone in the next twenty years,²⁰ London will grind to a halt without huge increases in walking and cycling. Cycling takes up just a fifth of the space of a car,²¹ so is an excellent space-saving form of transport.

Traffic delays cost London £5.5 billion per year.²²



Improve air quality

Toxic fumes from vehicles cause thousands of premature deaths every year and lead to young Londoners growing up with stunted lungs and suffering from asthma.²³ Road traffic contributes 60 per cent of particulate matter (PM) and 47 per cent of nitrogen oxides (NOx)²⁴ in London.

Create vibrant, safe, fun, liveable neighbourhoods for people and businesses

Creating places where people are prioritised over cars is critical to an area's success as a place to live, work, enjoy and spend time. In many parts of London, people are deterred from socialising and playing on their streets, or allowing their children outside without them, for fear of being hit by motorised vehicles. 68 pedestrians and cyclists were killed in traffic collisions in London in 2018, and 196 children were seriously injured.²⁵ The World Health Organization has identified noise as the second greatest environmental cause of health problems after poor air quality.²⁶ Improving our streets will improve the wellbeing of Londoners, reduce social exclusion by allowing everyone to access and enjoy public spaces, and create economically successful neighbourhoods where people want to live and businesses want to set up and invest.



More walking and cycling can help tackle the climate emergency, improve health, reduce congestion, improve air quality and make our streets safer.

How?

This document outlines how London can meet these aims. These targets should be incorporated into the Mayor's Transport Strategy, and each individual borough must ensure through their transport strategies that they are meeting their share of the targets. Financial penalties should be imposed on boroughs who fail to act.

2. Implement a London-wide road user charging scheme

Why?

Charging people for using cars helps recognise the real cost of driving, as well as paying for street improvements and changing behaviour. It can reduce congestion, air pollution, carbon dioxide emissions, car dependency and serious injuries and deaths on our roads (of which there were over 4,000 in London in 2018).²⁷

Car use has costs that fall on everyone, from the danger they pose to the public space they take up. The astonishing 6.7 million car parking spaces in London²⁸ could provide enough space to house tens of thousands of Londoners.

But the charging regime and resulting use of road space in London could be more efficient. For example, under the Congestion Charge and Ultra Low Emission Zone (ULEZ), a driver who drives 1 kilometre can be charged the same as someone who drives 50 km.

Under existing plans, London could have a growing number of charging schemes, each with different vehicle standards, hours of operation, charge amounts and payment arrangements.²⁹ The Congestion Charge, ULEZ, Dart Charge, and potential further charges for east London crossings are all examples of these.



Road user charging can help end car dominance.

How?

New technologies make introducing a fairer scheme much simpler than in the past, and a number of schemes of this nature have been introduced worldwide.³⁰

London should replace existing and planned schemes with a single system. The Centre for London have set out some design principles which could apply.³¹ The scheme would be based on distance, adjusted for factors such as type of vehicle, local congestion levels and pollution. Revenue should be re-invested on schemes which can facilitate the mode shift from the private car to walking, cycling and public transport. The scheme would need to be fair – for example, by providing discounts to particular groups and by varying the cost depending on access to public transport.

Those living in the poorest areas are more likely to be involved in a collision with motor vehicles than the rest of the population.^{32,33}

The Mayor has the powers to introduce such a scheme in London, and only with such a scheme can London's multiple transport-related challenges be efficiently tackled. Any charges need to be set in a way that ensures that no warnings need ever again be given to Londoners to avoid strenuous exercise for fear of air pollution.³⁴

46% of London households do not own a car.³⁵ For the poorest 30% of households this number rises to 70-85%.³⁶

3. Introduce a holistic behaviour change programme to identify and tackle the barriers preventing walking, wheeling and cycling

Why?

Londoners face multiple barriers to both walking and cycling that need to be overcome to enable them to be more active and reduce their car usage. Many want to walk and cycle more but are held back by concerns over time, traffic, fear of aggression and collisions, not being able to cycle and badly-designed streets that prioritise motorised vehicles over people.³⁷ For example, 19% of Londoners cannot cycle³⁸ – this is a fundamental barrier that needs to be overcome.

There are a variety of programmes in place in London, which identify and overcome these barriers, provided by boroughs, TfL, workplaces and schools. The Healthy Streets Officers Programme, funded by TfL and managed by Sustrans, will see a team of experts working across boroughs to tackle road danger, raise awareness of new Cycleways, discourage

engine idling, and support London's boroughs with London-wide events including World Car Free Day, Walk to Work Week and Road Safety Week.

Supporting people with such approaches is fundamental to ensuring all people in London feel comfortable and confident using our streets and public spaces, and therefore in meeting the ambitious aims outlined above.

107% = the increase in primary and secondary school pupils cycling at least twice a week as a result of a school behaviour change programme in London.³⁹



Behaviour change programmes and improved infrastructure help enable active and fun journeys.

How?

For boroughs, the Mayor should increase funding for behaviour change programmes through the Local Implementation Plan (LIP) funding process. This should be used by boroughs to support measures such as cycle training initiatives, bike programmes in schools and workplaces, street bike parking, events and campaigns. The costings table at the end of this document shows the funding needed – a much greater, transformational programme is needed.

For local NHS funders, such as clinical commissioning groups, the Mayor should use their strategic and statutory powers in relation to health inequalities to ensure that local NHS funders invest in the long-term provision of led walks and cycle rides for people of

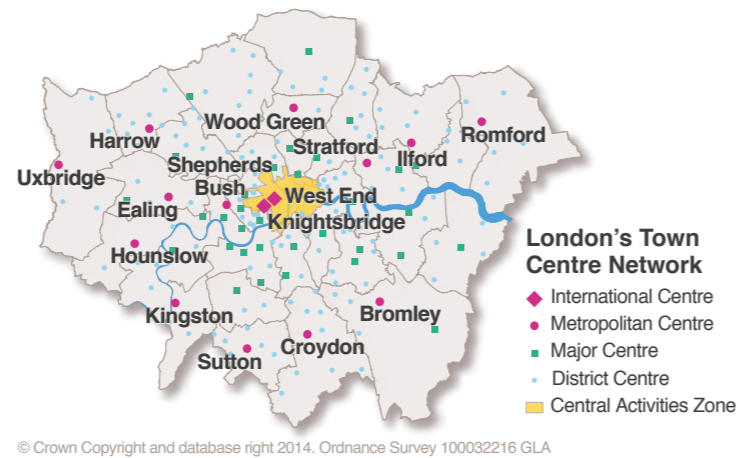
all abilities. Primary care professionals in London will then be able to prescribe these activities. This will allow people to participate in these activities which improve metabolic health, reduce the risk of premature mortality, cardiovascular disease, respiratory disease, some cancers, and Type 2 diabetes. They also have positive effects on mental health and general wellbeing (including reduced risk of dementia, improved sleep quality, and a greater sense of wellbeing).⁴⁰

In Cardiff, some GPs are prescribing free access to the city's cycle hire scheme to improve health.⁴¹

4. Transform 32 traffic-dominated town or district centres into traffic-free places for people – 1 in each London borough

Why?

People prefer to shop, work and enjoy town and district centres which are attractive, green, unpolluted, vibrant places with a variety of things to do. The future of town centres is not only for shopping, but for socialising, entertainment and services. Traffic-dominated, dangerous, polluted centres attract fewer businesses and people than those with better environments,⁴² especially when goods can now be ordered and delivered so easily at the click of a few buttons on a phone. Londoners can and should have a range of amenities, shops and services within a 20 minute walk or cycle from where they live.



Walking and cycling and public realm improvements can increase retail spend by up to **30%**.⁴³



Over **80%** of business groups say walking and cycling creates vibrant areas and attracts customers.⁴⁴



This scheme in Haringey transformed a busy gyratory into a vibrant place for people.

How?

In addition to the important Liveable Neighbourhoods programme already in place, which needs to be retained for residential schemes (see section 5), an additional town and district centre fund needs to be established. This would provide funding for 32 large-scale borough-proposed projects over 4 years. The costings table at the end of this document sets out funding needs to achieve this goal.

Boroughs would work with businesses and the wider community to develop and design urban realm improvements that remove car traffic from the town centres, creating vibrant centres which people want to be in to shop, socialise, eat out, and have more ownership over. Boroughs would learn from the success of the Liveable Neighbourhoods programme, and take the best ideas and learning to the new schemes.

Town centres should be designed to support servicing of properties and the delivery of goods by cargo bike.

Car free days should be expanded from current plans to be weekly events in town and district centres. They should be inspiring and fun days where local people and businesses use their streets for a variety of activities generated by the local community. They can catalyse local action by allowing people to imagine what their streets could be used for if they weren't so dominated by motor traffic. Every town and district centre should be opened to people (closed to motor traffic) at least once per month.

Kingston's Go Cycle programme seeks to create a network of schemes running into the town centre from key locations across the borough,⁴⁵ such as the new walking and cycling route between Kingston and Merton.⁴⁶



5. Create 100 new Liveable Neighbourhoods in residential and mixed-use areas to open local streets as places for living and enjoying by removing through-traffic

Why?

Rat-running through our residential neighbourhoods comes at a huge cost to our health and our communities. It strangles opportunities for socialising, for children to play, for cycling to the shops or to see friends. Many residential streets have become places to drive through, not to live on.

This is affecting our health and mental wellbeing. More than a quarter of elderly people in London will not leave their house today.⁴⁷ And many parents are worried about allowing their children out for fear of them being hit by cars.⁴⁸

Where traffic is limited in favour of walking and cycling, health improves – in Waltham Forest the life expectancy of the population has increased by 7-9 months⁴⁹ over the period their Mini-Holland schemes have been implemented.

Many of the journeys made through residential streets in cars could be walked or cycled – two thirds of trips that Londoners make by car are under 5 km,⁵⁰ a distance that could be cycled in under 20 minutes. Removing disruptive through-traffic through 100 residential areas would make walking, cycling, playing and living in these neighbourhoods dramatically easier and safer, and help the 70% of Londoners not currently getting their 20 minutes exercise a day to get active.



Local neighbourhoods can be transformed into quieter, safer places for everyone.

How?

This requires a continuation and an expansion of the Liveable Neighbourhoods programme, with funding of £2m each for 100 new projects; there are 625 wards in London – our ambition is for all to have a Liveable Neighbourhood by 2032. If 25 wards per year are transformed in the next four years, and this is stepped up to 50 (2024-28) and 75 (2028-32) per year, all wards could benefit from this programme in 12 years. Schemes should have an increased focus on community engagement, with car-free days and short trials encouraged to pilot innovative, community-driven solutions.

The existing process for delivering Liveable Neighbourhoods works well and can be replicated across the expanded number of schemes.

Liveable Neighbourhoods in action

In north Deptford, local people and community groups came together to redesign local streets and parks. Traffic calming measures were tested using hay bales, and the final proposals include a one-way boulevard with a contraflow lane, increased landscaping, seating and crossings into Woodpecker Road, connecting New Cross to Quietway 1. The design will reduce the volume of traffic, encouraging more footfall and a quieter, cleaner environment.

6. Create 500 school streets, including, where school entrances are on TLRN roads, rebuilding streets around those entrances to prioritise children and young people over traffic

Streets in front of schools need to be closed at drop-off and pick up times at a minimum, for safety, health and reduced pollution. 500 streets should be closed (or transformative arrangements put in place on TLRN roads) by 2024, up from under 50 today. By 2032, all 3,000 of London's schools should be on a school street or equivalent.

Why?

The school run is neither safe, efficient, nor healthy. Parents are scared to let their children cross the roads leading to school. Traffic in London spikes during the morning rush to school, with a quarter of weekday morning peak car trips being for school drop-off.⁵¹ Many schools are in air pollution hot spots – preventing through-traffic on school streets will start the culture shift needed to stop parents driving their children short distances to school.

Exposure to air pollution early in life contributes to the development of asthma throughout childhood and adolescence, particularly from the age of 4. Traffic-related air pollution in particular is associated with the development of asthma in school children,⁵² with 240,000 children suffering from asthma in London.⁵³

It is recommended that children do a minimum of one hour of physical activity each day. But 8 out of 10 do not achieve this.⁵⁴



Removing traffic outside schools during the school run improves safety.

How?

In Tower Hamlets, children have up to 10% less lung capacity than the national average.⁵⁵ To help address this, the borough has embarked on a programme of closing and restricting through-traffic on streets leading to school entrances at school opening and closing time. In December 2018, the council permanently closed Salmon Lane, which leads up to Sir William Burrough Primary School, to improve road safety, help protect pupils from

air pollution and create a place where children can safely play. Tower Hamlets aims to introduce 50 school streets by 2022.⁵⁶ Hackney is another borough leading the way on introducing school streets, and has published a guide for schools to follow suit.⁵⁷ Sustrans' Big Pedal event in March 2019 showed the appetite for school streets in outer London, too. So the practical measures are now well understood, and boroughs need to be adequately funded through TfL funding to roll-out 500 across London.

7. Double the kilometres of cycleways that meet the cycleway quality criteria, connecting all of London's people and places

// Cycleways

Why?

London's population is set to grow by over one million people by 2032.⁵⁸ Jobs growth in central London and in opportunity areas is also set to increase rapidly.⁵⁹ Increasing cycling rates is the most cost-effective, space-efficient, climate and pollution-friendly way of meeting this new demand. New, high quality cycleways which meet TfL's new cycleway quality criteria are essential to ensure people of all ages and abilities feel comfortable cycling everyday journeys.

Investing in quality cycleways works – not only do cycling levels dramatically increase once they are built, but they invite those that have previously been less confident about cycling in the city to make the switch. The opening of Quietway 1, between Greenwich and Waterloo, saw the proportion of women cycling along the route increase from 29% to 35%⁶⁰ – a pedal in the right direction.

Outer London boroughs need particular focus in making trips easier for everyone to walk and cycle. Cycling levels in outer London have been declining as a share of trips since 2014, but the evidence from central London and the mini-Holland programmes shows how dramatically cycling levels can increase

with investment. Rolling out high-quality cycleways to connect outer London places and people is an essential step in London's transformation.

How?

The Mayor can use the existing cycleways development approach and funding, but link TfL LIP funding more specifically to progress on mode share objectives, particularly in outer London. TfL funding should only be provided for schemes that meet the cycleway quality criteria. TfL-led projects should be fast-tracked through planning and construction, given their urgency in improving safety and connectivity. It is important that small groups of outspoken residents are not able to veto schemes provided for the wider community.

Cycleways need to be designed for all levels of ability, and beyond the cycleway quality criteria, cycleways need to be safe and comfortable for disabled cyclists, those new to cycling and the less confident. Physical barriers along routes preventing disabled people using mobility aids to use streets must be removed.



“Having a Quietway route to cycle on has been a turning point for me as it has meant I no longer worry about traffic and it's helped me realise that London is actually a great city to cycle in.”

A Quietway 1 user⁶⁴

// Repurpose ageing infrastructure

Why?

London has a great deal of ageing road infrastructure that could be repurposed in support of sustainable travel. This ageing infrastructure, such as the Westway, the Rotherhithe Tunnel, and Hammersmith Bridge, has been operating at loads and traffic volumes much higher than initially planned, and over longer timeframes. Maintenance or rebuilding costs are now running into the tens of millions of pounds, while the required shift away from car travel means we need to reconsider the functions of these assets (or liabilities).

How?

Hammersmith and Fulham Council have already outlined how burying the Westway in a flyunder would dramatically transform Hammersmith by reducing severance and reconnecting the town centre with the river.⁶¹ It would also free up space for much-needed housing and walking, cycling routes and green spaces. Furthermore, planners have outlined a range of development options which would help fund the project. It is a case of the Mayor getting the process moving and leading on the scheme.

The Rotherhithe Tunnel is another piece of ageing infrastructure that was not designed for the weight, size and volume of traffic that has used it. TfL has had to impose a myriad of restrictions to prevent serious damage, and the cost of maintaining the tunnel is now very high.⁶² It could be repurposed as a walking and cycling tunnel, along with a light electric bus route.⁶³ This would be cost saving and set London on a lower-traffic path.

Hammersmith Bridge is a similar story. The bridge was suddenly closed to general traffic early in 2019, and where funding for the repair of the bridge will come from remains unclear. TfL should consider making the bridge a permanent walking-and cycling-only bridge.

A programme should be established to consider how London's ageing road transport infrastructure could be repurposed to make it fit for a cleaner, healthier, happier future.



London's most-needed bridge

// Overcoming severance

The list of London communities divided by rivers, rail tracks and large roads is a long one. Here we outline 3 projects that demonstrate the opportunities for overcoming severance (the costs are outlined in the Costings section at the end of this document):

- The River Darent Crossing. This is a proposed walking and cycling bridge to link the borough of Bexley with Kent. The bridge would be located adjacent to the Dartford Creek Barrier. It would allow for the continuation of the National Cycle Network/Thames Path and provide a far more direct route than currently exists.

- Ilford Bridge over the River Roding. This is a proposed bridge over the River Roding helping to connect the boroughs of Redbridge & Newham for walking and cycling. In this instance the bridge would not only help to cross the physical barrier of the river but will also mean avoiding having to cross the north circular.
- The A12 divides London and contains very few crossings for pedestrians and cyclists – changes to the road or crossings are essential, particularly to link Victoria Park with residents to the east.

There are many more similar projects that can help connect Londoners.

// Rotherhithe-Canary Wharf walking and cycling bridge

Why?

There are a lack of walking and cycling routes crossing the Thames in east London, which is the area of London experiencing the highest population growth. Both the Isle of Dogs/South Poplar and Canada Water have been designated as Opportunity Areas in the London Plan – the number of jobs in the Isle of Dogs is expected to grow by nearly 200,000 in the next 20 years.⁶⁵ Rail services from Canada Water and Canary Wharf are already experiencing heavy passenger crowding at peak times and this is expected to continue, even with the introduction of the Elizabeth Line and other improvements.⁶⁶

How?

To address the severance caused by the Thames in east London, the Mayor should build the Rotherhithe-Canary Wharf cycle bridge that the local community are supportive of. The estimated cost of this scheme is now £463m – that is £113m more than previously estimated by TfL,⁶⁷ with an upper estimate of over £600m. We recognise that there is clearly a significant financial challenge in building this bridge. However, it represents better value for money than building projects such as the Silvertown Tunnel, which threatens the ambitions outlined in this document and in the MTS by increasing car use. Further consideration needs to be given to how the bridge can be funded, such as a combination of the Community Infrastructure Levy (CIL) on property development on both sides of the river, and an expansion of the congestion charge (or road user charging) to Tower Bridge and Vauxhall Bridge, while introducing/ increasing the charges for use of the Rotherhithe and Blackwall Tunnels and the Dart Charge. These crossing charges mean existing beneficiaries of past investments paying for future, more sustainable crossings.

8. Invest £5 million per year in the National Cycle Network in London to make it an internationally-renowned Network for Everyone

Why?

To meet the target of 36% of trips by walking and cycling, Londoners who do not currently feel cycling is something they can do need spaces where they can take their first pedal and build confidence. The National Cycle Network (NCN) in London should be the perfect place for this – where people feel safe to start adventuring from their door on bikes and by foot.

Some of the 160 miles of NCN in London is an asset of national importance - the off road sections in Richmond Park, Rainham Marshes, the Thames Path and the Ingrebourne Way show off London at its best, and link Londoners to some of our amazing green spaces. But not all of it is like this. Some parts are too busy with traffic, some people are excluded from great sections by restrictive barriers, and some places suffer from narrow and poorly surfaced paths.

The NCN needs investment to make it the welcoming and accessible place it needs to be for people to be confident it will guide them to interesting places safely and consistently. This is acknowledged nationally – the Department for Transport and Scottish government are investing heavily in the NCN outside of London – but London also needs to recognise this.

We know that where the NCN is great quality, people of all ages and abilities use it. Businesses along the route benefit. Community groups use the space in innovative ways. At its best the NCN provides a place for bike hire schemes, led rides, cycle training, all ability cycling, community gardening, beekeeping, biodiversity projects, trees and orchards, public art and play for all ages. Especially in London, local links to green spaces are essential for everyone's physical and mental health. The NCN provides essential traffic-free links between the special green spaces in our National Park City, and is a vital resource for all Londoners.



The NCN can be a world-class network to build confidence among under-represented groups. In 2018, walkers and cyclists celebrated the completion of a longstanding 'missing link' on National Cycle Network Route 1 on the Thames Path in the Royal Borough of Greenwich.

How?

The Mayor should introduce a fund for boroughs and managing authorities to bid for capital projects to improve network quality and access for everyone. Projects are needed to provide a consistent network, including removing restrictive barriers, improving quality and width of surfacing, improving signage, improving crossings and ensuring on-road sections are either separated from vehicle traffic or are very quiet where shared with vehicles.

The Mayor should also ensure that boroughs, in their local transport strategies, protect and enhance the network.

A London-wide policy should be introduced that prevents the use of barriers on off-road paths which restrict access by people using wheelchairs, mobility scooters, non-standard cycles and trailers.

9. Eliminate all known high risk road danger issues on the Safer Junctions programme, which are identified in the Healthy Streets Designers check as '0' scores, including reviewing and rebuilding schemes already delivered where they fall short

Why?

Almost three quarters of fatal and serious injury collisions in London occur at junctions.⁶⁸ London rightly has the vision of eliminating deaths and serious injuries on our streets by 2041, and has made significant progress in reducing road collisions,⁶⁹ but this is unlikely to be achieved with the current programme of junction improvements. 54 dangerous junctions are expected to be improved by the end of the current TfL business plan.⁷⁰ However, the quality of these improvements is variable. While some schemes, such as Highbury Corner and Archway, are very high quality, others have only seen minimal improvements and remain unsafe. The Healthy Streets Designer Check developed by TfL provides a tool to assess the likely road danger issues associated with a scheme. In the check, there are 10 criteria explicitly relating to the safety of the most vulnerable users, where a score of 0 indicates that there is residual danger. The Mayor should commit to ensuring that schemes have no "0" scores. The Mayor should also review the 54 schemes already or in the process of being delivered, and rebuild any schemes where a zero score remains.

The fact that collision records have improved is not a sufficient measure of success - Vision Zero should be the aim.

How?

Be bold. Junctions are often busy, contested spaces, and courage is required to reallocate space from the existing high volume of motor vehicles to pedestrians and cyclists, as existing road users often oppose such changes.

There are 73 junctions in the overall Dangerous Junction Programme. They are about more than reducing danger – they will set markers for the kind of city we want to live in, reshaping more open, accessible places in the heart of the capital. The Mayor must take a strong position and decisively reduce traffic in order to unlock spaces for people, reducing the number of deaths and serious injuries from traffic.



The radical transformation of Highbury Corner is complete: An artist's impression of the view from Upper Street. Courtesy of TfL

Costing summary table

	2021/22	2022/23	2023/24	2024/25*	Total**
	£m	£m	£m	£m	£m
Existing TfL streets budget:					
Direct operating cost	£498	£516	£531	£536	£2,081
Net capital investment	£445	£457	£432	£463	£1,797
Total	£943	£973	£963	£998	£3,877

Include cycle network improvements	continue to be funded from existing budget				
100 new residential low traffic neighbourhoods	continue to be funded from existing budget				
73 safer junctions	continue to be funded from existing budget				
Increased LIP funding for behaviour change programmes	£5	£10	£12.5	£12.5	£40
Traffic-free town centre fund – 32 new projects	£20	£40	£90	£90	£240
Car-free days – town centres	£2	£2	£2	£2	£4
Increased LIP funding for 500 school streets	£5	£5	£5	£5	£20
National Cycle Network improvements	£5	£5	£5	£5	£20
Total increase on existing street spending plans**	£37	£62	£115	£115	£324
% increase in street spending compared to current plans	4%	6%	12%	11%	8%

*does not currently appear in TfL business plan as assumed to be average of last three years adjusted for inflation of 2%

** totals may not sum due to rounding

Specific infrastructure projects	£m
Rotherhithe-Canary Wharf Bridge (worst-case additional funding not currently in TfL business plan = £600m-£350m)	£250
Repurpose Hammersmith Bridge	Cost saving
Repurpose Rotherhithe Tunnel	Cost saving
Westway flyunder (funding from development)	£200-£2,000
River Darent Crossing	£3
Ilford Bridge over the River Roding	£1.2

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Londoners taking
over their streets



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Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

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