

Sustrans' manifesto
for London

Fairer streets, better lives



Foreword



**James Austin,
Sustrans London Director**

All Londoners should live in a city where our streets and public spaces serve everyone. A London where everyone can live and travel safely and healthily, and where

nobody is excluded. A dynamic London in which businesses thrive, we all breathe clean air, and have places to play and socialise. A London where most of what you need to live is just a short walk away, and in which everyone can actively participate in decisions affecting them. That is not yet the London we live in today, but it could be.

The Covid-19 pandemic has been a wake-up call.

Those who have suffered most from the pandemic are the same people that are most disadvantaged and underrepresented in our city. These include children, women, people on low incomes, people living in overcrowded housing, minority ethnic groups, disabled people, and people living in polluted neighbourhoods.^{1,2,3,4,5}

At Sustrans we work with people from underrepresented groups in London every day. We believe that London's future policy direction must be centred on their needs. If we create more equal and accessible places across London – everyone benefits.

Additionally, while our attention has been focused on the Covid-19 crisis, the city continues to contribute more than its share towards climate change and air pollution. Both of these can be curtailed by a greener transport network where walking, cycling and public transport are the cheapest and most convenient option for all.

The Mayor can make a dramatic impact on Londoners' lives. With powers over transport and planning, and a coordinating role for green spaces, health inequalities and housing, their focus in the coming years should be on making London a more liveable city for everyone. Every Mayoral policy, every pound spent, should not only improve lives, but also increase equity in London.

This manifesto has twelve asks of the next Mayor of London. These asks prioritise people who are disadvantaged and underrepresented across London, but they should benefit everyone. Acting on these asks will make walking, wheeling and cycling safer and more inclusive, by designing streets and neighbourhoods that serve everyone.

Our vision of a fairer, cleaner, safer London, with thriving high streets and places where people socialise, children can play, and people can walk and cycle to what they need, is achievable. Now we just need great leadership to make this vision a reality.

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk



Twelve asks for the next mayoral term

Make London more equitable

1. Introduce an equity framework that transport and planning policy must follow.
2. Create neighbourhoods that put people first, prioritising areas most in need.
3. Ring-fence funding to actively engage underrepresented Londoners in transport and planning schemes.
4. Consult on the introduction of an equitable Road User Charging Scheme.

Make walking, wheeling and cycling more inclusive

5. Empower a million more Londoners with the skills and resources to cycle regularly.
6. Meet demand for secure residential cycle parking.
7. Remove 500 discriminatory access barriers from park entrances, pavements and Cycleways.
8. Adapt and improve temporary Streetspace measures into permanent schemes.

Provide safe walking, wheeling and cycling connections across London

9. Prioritise building Cycleways in areas with the fewest existing transport options.
10. Triple the kilometres of safe Cycleways on the TfL Road Network while improving the walking and wheeling environment.
11. Coordinate and expand London's existing green walking and cycling routes into an iconic 'great green routes of London' network.
12. Ensure all road improvement projects make streets safe, not just safer.



1. Introduce an equity framework that transport and planning policy must follow

Why is this important?

The life expectancy of someone living in a more affluent part of London may be 7-9 years longer than someone living in a poorer area.⁶ There are also divergences in life expectancy between different ethnic groups.⁷ To tackle this disparity, policy must be aimed at not only improving health generally, but also at targeting support to those people living in the poorer areas or from disadvantaged groups.

This is what we mean by equity – prioritising policy, investment and support for those that face the greatest disparities and are therefore disadvantaged. Focusing investment in areas with, for example, greater levels of deprivation, poorer health and lower access to green space. This helps to reduce the gap in outcomes between different groups.

Examples of equity indicators that should be considered are:

- levels of access to green space among groups with Protected Characteristics and others, and households with different incomes
- disparities in health and wealth between different ethnic groups
- quality of public spaces by neighbourhood income deciles, and
- access to quality housing among different groups of people.

There are a variety of different measures that could be implemented. While an organisation like ours will have stronger views on transport and health indicators, a variety of different views should be factored in to determining the priorities.

The Greater London Authority should focus on the degree to which its investments make London more equitable, as well as the positive outcomes for the population as a whole.

How can the Mayor make this happen?

- A. Develop an equity framework for London to measure inequities, track changes and measure the success of policies over time.
- B. Ensure all policies and plans, including for walking and cycling, are designed to address, and be evaluated against how they reduce inequity.
- C. Make borough funding contingent on aligning schemes to equity indicators to ensure investment is targeted to the greatest need.

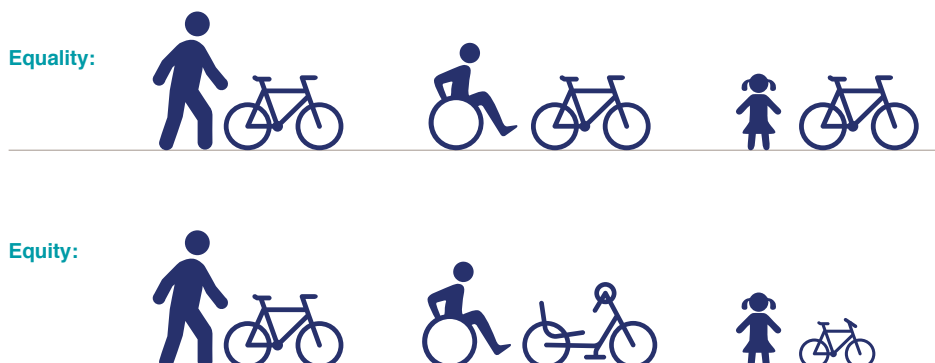
Oakland's Equity Framework

The City of Oakland, California, provides an example of how this can be done well. Oakland's Equity Framework is used to measure inequities, and track changes in the disparities for different groups over time.

This framework can then be used to guide and inform policies that address these disparities, such as the Oakland Bike Plan and the roll out of the covid response 'Slow Streets' programme.

Further details can be found in the [Oakland Equity Indicators report](#).⁸

For an equitable society, people need different levels of support to reach the same outcome



2. Create neighbourhoods that put people first, prioritising areas most in need

Why is this important?

Our neighbourhoods should be designed for people. The removal of through-traffic provides the opportunity to make public spaces for people. Places which:

- we can walk, wheel or cycle, play and socialise safely in, free from the road danger posed by through-traffic
- have clean air
- have most of what you need to live just a short walk away
- have social connection at their heart – places we feel proud of and feel a sense of ownership over. They feel like extensions of our own homes
- have thriving, high-quality local high streets, town centres and safe main roads
- are well-connected to surrounding neighbourhoods and beyond
- are green and have access to local play and green spaces
- are equitable and inclusive to all Londoners.

London's Healthy Streets and Streetspace programmes are essential to creating such neighbourhoods for everyone in London, and their roll out should be escalated.

Meeting our needs within a short walk or wheel

Many of us have been living more locally since lockdown and more than half of Londoners now do some work at home.⁹ The local neighbourhood has become much more important to many people but we need to better ensure everyone benefits from access to green space, shops and other services on the doorstep.

Walking and wheeling should be the most equitable forms of transport in any city. London should be a city in which all people can access shops, schools, parks, healthcare, transport hubs and entertainment within a 20 minute walked round-trip – the 20-minute neighbourhood principle. This reduces the need to use a car for most trips.

Many areas, including many disadvantaged communities and parts of outer London, do not currently include a sufficient mix of local amenities or public transport links. This can make accessibility challenging, lock people into car dependency, leave people in transport poverty¹⁰ and result in mental and physical health inequalities.

Neighbourhood prioritisation

Londoners living in more deprived areas are more likely to suffer from the impacts of traffic, such as road danger, community severance, and air pollution.^{11,12} But lower income Londoners are less likely to be causing such damage: the less you earn in London, the less likely you are to own and drive a car.¹³ This inequity follows decades of transport planning in which decisions have been skewed in favour of people with the most time, connections, and ability to influence public debate.

While many current Healthy Streets and Streetspace schemes seek to improve lives by reducing car traffic in particular neighbourhoods, there should be a more coordinated, London-wide process to ensure that each year, the health, road danger, access to green space and pollution inequities between the richer and poorer neighbourhoods are reduced. This needs to be done in a strategic and transparent way.





Children at Crampton Primary School, Southwark say what they think about some streets in their borough

How can the Mayor make this happen?

- A. Within a year, adapt the Strategic Neighbourhood Analysis (SNA) into a strategy to roll out people-first neighbourhoods to every neighbourhood across London, including creating a priority-list of those most in need.
- B. Introduce people-first neighbourhoods to 30% of neighbourhoods in London, including all the high priority neighbourhoods. These must go beyond traffic reduction to focus on all the elements that make up people-first neighbourhoods.
- C. Within a year, embed the 20 minute neighbourhood principle into the London Plan, the Mayor's Transport Strategy and other Mayoral policies.
- D. Work with boroughs to remove 50 hectares of 'greyspace' from our streets and replace with trees, greening (sustainable drainage schemes), parklets, seating and play equipment.

Tackling inequity in Newington Ward, Southwark

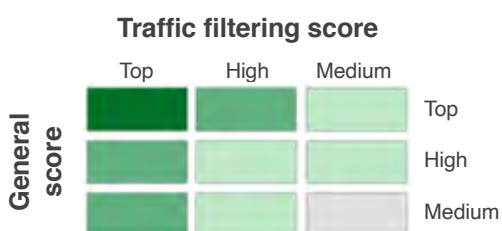
Newington ward in Southwark is an area which has long needed investment in its public spaces. So it was identified as an area with high levels of childhood obesity and a place where work needs to be done to promote physical activity.

Southwark Council and others are now working with residents, primary schools and tenants' associations to develop street designs that will enable children to play, walk and cycle in spaces away from traffic. Children are at the heart of the design process.

Strategic Neighbourhood Analysis overview map

The traffic filtering score reflects through traffic estimates, recorded walking and cycling casualties and modelled cycle flow potential. The general score reflects the number of schools, population, low car ownership, social distancing needs and deprivation.

Neighbourhoods less than 0.1 or greater than 2 square kilometres have been excluded for the purposes of this analysis, though may still be suitable for filtering.



3. Ring-fence funding to actively engage underrepresented Londoners in transport and planning schemes

Why is this important?

Disadvantaged and marginalised people are often hardest hit by the impacts of dangerous air pollution, road danger, health inequalities, and the climate crisis. They also tend to have the fewest transport options and the most to gain from improvements to the city. Furthermore, they are usually the most left out of urban design decisions that could improve or worsen their lives.

A lack of internet access, health issues and disabilities, political alienation, translation requirements, varied working hours, poor access to transport, caring responsibilities, religious holidays and a history of exclusion are just some of the reasons people may not be able to participate.

Combining local knowledge, needs and aspirations from a diversity of people with the expertise and resources of planners, community developers, artists and public officials will enable creative problem-solving and result in more equitable designs that are responsive to their local context.

To do this, engagement must go beyond legal consultations. It is about working collaboratively with residents, schools, businesses, community groups, other stakeholders and decision-makers from the outset to make long lasting change in neighbourhoods.

Inclusive and meaningful approaches include both digital and face-to-face co-design events, structured workshops, walkabouts, and stakeholder outreach. Time is required to build trusting relationships, explore complexity, and develop a shared analysis. This approach will not only ensure greater equity, but will help manage risks around delivery and increase opportunities for more ambition.

Local people are experts on their streets. Years of travelling through their neighbourhood by foot, by cycle or by car means that local people have an awareness of a variety of issues that result in a less than ideal place to live for many people. Local people are best placed to come up with innovative solutions to address these issues and achieve a place they can be proud of.

Local residents, including minority ethnic groups, disabled people, people on low-incomes, older people and children will be aware of barriers or opportunities that designers and borough officers might not be, and can offer solutions that are more likely to be accessible.¹⁴

Monitoring and evaluation goes hand-in-hand with community engagement to ensure transport and planning schemes are benefitting the people who need it most. Demographic analysis of the engagement process will highlight shortcomings and where additional resources are needed to include everyone. Baseline and post-implementation data – public perception surveys, traffic volumes, pollution levels, health data and more – provide essential information for boroughs to engage, inform and respond to communities as schemes are being considered and delivered. This kind of data also enables boroughs to build the case for the scheme, assess the impact and equitably inform any changes.¹⁵ This information will help ensure the success of schemes – providing the data to support decision-making and informed public debate.

How can the Mayor make this happen?

- A. Develop and introduce best practice guidance on engagement, which should itself be designed with community and expert groups.
- B. Ensure that every TfL-backed scheme, both through its own programmes and through Local Implementation Plans, include comprehensive community engagement and monitoring activities that represent the local community, including disadvantaged groups.
- C. Ring-fence 20-30% of TfL Healthy Streets funding for community engagement, monitoring and evaluation and behaviour change –the optimum amounts for maximum impact.¹⁶
- D. Monitor and publish the impact of schemes to measure and demonstrate that streets are being used more equitably – for example, that the gap is closing between underrepresented groups in cycling and others.



Working with Bromley schools and residents to shape Liveable Neighbourhood plans.

4. Consult on the introduction of an equitable Road User Charging Scheme

Why is this important?

London needs to dramatically reduce motor traffic. Too many cars are damaging our health and communities, and congestion costs London motorists £4.9 billion per year. Motor traffic also needs to be reduced for London to meet its 2030 climate commitments.¹⁷

The Congestion Charge and Ultra Low Emission Zone have been very effective at reducing traffic and air pollution in central London – traffic has fallen by 20-25% in central London since the Congestion Charge was introduced in 2003,¹⁸ and pollution levels have fallen dramatically since the Ultra Low Emission Zone (ULEZ) was introduced.¹⁹ Extending the ULEZ to the north and south circular roads in October 2021 will bring similar benefits to a larger area.

However, you can still drive across most of London for free, subsidised by all taxpayers in London, despite 46% of households not owning a car.²⁰ With the impacts of car and van use impacting disproportionately on those on lower incomes,^{21,22} more road user charging, when designed in the right way, can be an equitable approach.

Research from the Centre for London demonstrated the benefits could be greater if drivers were targeted across the whole of London, not solely on the central or inner-London areas²³ and based on the social cost being paid by the motorist for each mile of each journey, rather than only for those journeys crossing specific boundaries.

Any new or additional scheme should be as fair as possible. For example, money raised should be used to provide alternative transport options for people on lower incomes, and exemptions should be provided to disabled blue badge holders, and modal shifts made easy for business.

A set of principles would guide the development of the scheme. These should include equity, the degree to which it delivers traffic and congestion reduction (and associated pollution and climate benefits), income generation, modal shift towards sustainable forms of transport, and improvements in health.

An additional urgency has been added to the need for increased road user charging. With Transport for London currently relying on central government for significant proportions of its income lost during the pandemic, London will need to generate income from such a scheme to again be able to pay its way. London must also maintain its current investment levels in healthy streets and more broadly.

How can the Mayor make this happen?

- A. Consult on the introduction of an equitable, distance-based road user charging scheme, to include options on delivery mechanisms.
- B. Extend ULEZ to the north and south circular roads in October 2021 as planned.
- C. Expand TfL and third party transport apps to show users the full economic cost of each journey they plan to make.
- D. Support local businesses to trial electric cargo bikes through Cargo Bike Libraries or leasing schemes.

How it would work

Drivers pay for each journey, depending on the:

- distanced travelled
- vehicle emissions
- local levels of congestion and pollution, and
- availability of public transport alternatives.



5. Empower a million more Londoners with the skills and resources to cycle regularly

Why is this important?

London has made huge strides towards making cycling safer, more viable options for millions of people.

But cycling, and the benefits that go with it, has not grown equally:

- Ethnic minority groups, people on low incomes, disabled people, and people over the age of 45 are less likely to cycle than other Londoners.^{24,25}
- The number of Londoners on low incomes that cycle is below, and has been falling, relative to those on higher incomes.²⁶

Yet huge numbers of people from all backgrounds want to cycle. Across 12 UK cities, 55% of people from ethnic minority groups, 38% of people at risk of deprivation, 36% of women, and 31% of disabled people who do not currently cycle would like to start.²⁷

Most Londoners either cycle or are interested in cycling, while just 20% of Londoners say that they are “not interested in” or “do not want to” cycle.

Even where high-quality infrastructure is available, a number of barriers still hold some people back from benefitting:

- Economic: being able to afford the costs of cycles, especially when an adapted cycle is needed, locks, pumps, lights and panniers/baskets.
- Cultural: a lack of representation in cycling, family and community norms and aspirations or not having people close to you who regularly cycle all contribute to some people feeling that cycling is not ‘for people like me’.²⁸
- Capability: being able and confident enough to cycle in London, or being or feeling fit enough to cycle.
- Information: lack of knowledge of quiet or scenic routes nearby, not knowing where to find cycle-friendly maps or apps to plan routes.

How can the Mayor make this happen?

Each scheme that TfL funds, whether it be a Cycleway on its own network, Local Implementation Plans, or Liveable Neighbourhood funding, should outline how it will ensure underrepresented groups will benefit as much as, or more than, others, therefore reducing health and transport inequities.²⁹

This should be by:

- A. Providing targeted funding support for cycle purchases for those not eligible for the Government’s Cycle to Work scheme, including for more expensive adapted and family cycles.
- B. Funding more ambitious behaviour change programmes alongside all schemes across London (based on the optimum revenue-spending levels to increase sustainable travel: 20-30%^{30,31}).
- C. Baselineing and monitoring the impact on cycling levels of individual schemes and across London as a whole to demonstrate that the gap is closing between underrepresented groups and others.
- D. Setting up at least one new all ability cycle ‘hub’ in each borough for new or returning cyclists to learn cycle skills and gain confidence.





This Cycle Hub in Hounslow reduces exclusion and makes cycling accessible to vulnerable groups, such as adults and children with physical or learning disabilities



Community-led cycle training and led-rides are vital to build cycle skills and need to be funded

6. Meet demand for secure residential cycle parking

Why is this important?

Some people can store cycles safely in or near their home while others cannot. Generally those living in flats and terrace housing are less likely to have access to secure cycle storage and are more likely to be on lower incomes. A lack of secure cycle storage excludes many people from disadvantaged groups from cycling.

Equally, while cycling may be the cheapest way of travelling medium distances in London, the cost of storage, especially in neighbourhoods where cycle theft is higher, can be prohibitive.

Secure cycle parking on high streets, stations, schools and workplaces is equally as important, but the disparity in the space people have to store cycles in their homes in London is a particular equity issue, especially when so much space is dedicated to car parking. And where this provision is available on the street it is typically expensive to use.

It is also important that cycle storage is available for whatever type of cycle people ride,³² whether that be adapted cycles for disabled people, family cycles, or cargo bikes for shopping or work.

35,000 Londoners are currently on waiting lists for on-street cycle hangars on streets and in housing estates.³³ The more hangars that are installed, the more demand rises, as people can see what is available and see the value. The underlying demand is therefore potentially in the hundreds of thousands across London. There was a huge increase in demand during lock-down, showing how important cycling can be as a form of mobility.

How can the Mayor make this happen?

- A. Create an initial £15 million fund for boroughs to meet demand for accessible and secure cycle parking.
- B. Ensure all new blocks of flats have access to secure cycle storage as standard, and blocks of flats are retrofitted.
- C. Ensure that borough transport plans include a delivery strategy of cycle hangars to meet demand – as a fundamental equity issue in London.
- D. Work with boroughs to ensure affordability in rental charges for cycle hangars.



Cycle hangars are essential for an equitable increase in cycling levels in London, and storage must accommodate different types of cycles



7. Remove 500 discriminatory access barriers from park entrances, pavements and Cycleways

Why is this important?

Local councils across London and beyond, have reacted to people's concerns about motorbikes and other illegal vehicles travelling along pavements and parks by installing physical barriers to stop them entering. But the spaces between these barriers often prevent legitimate travel – parents pushing buggies, wheelchair and mobility scooter users, or people on bikes or trikes wider or longer than the standard sizes.

The barriers discriminate against these people and create considerable inequities in who can use public space. No accurate record exists of the exact numbers of barriers in London, but it is likely to run into the thousands. Ducal Street in Tower Hamlets, for example, has five fences on the pavement, directly preventing movement.

How can the Mayor make this happen?

- A. Set a London-wide policy for inclusivity in barrier design.
- B. Set TfL a target of removing 500 barriers within the Mayoral term - work with councils and provide funding to meet it. Prioritise those that most prevent access.
- C. Ensure councils undertake rigorous Equalities Impact Assessments when installing new street, park or Cycleway infrastructure.



Stuck! Barriers have been placed across London which restrict access for families, disabled people and others

8. Adapt and improve temporary Streetspace measures into permanent schemes

Why is this important?

Streetspace for London has made it much safer and easier to walk and cycle on many of London's roads. This is thanks to the introduction of Low Traffic Neighbourhoods (LTNs), pavement widening, School Streets and light cycle segregation routes. These schemes have aided social distancing and provided viable alternatives to driving.

While there has been opposition to some measures put in place, Londoners support these measures, for example:

- 51% of Londoners support the implementation of LTNs, with 16% against.^{34,35}
- 81% of parents say they want to make it easier for families to walk and cycle to school.³⁶
- 57% of Londoners support the introduction of cycle lanes under Streetspace.³⁷

Temporary schemes can be in place for up to 18 months. This will provide time for schemes to be embedded, consultations to happen and improvements to be made.

Boroughs manage 95% of London's streets, and they need TfL support to navigate through these times of change.

Many outer London boroughs are taking bold measures for the first time. This is where most support is needed. A strategic direction should be provided to ensure all council leaders understand what the objectives of Streetspace are and how best they can be met. Council leaders then need to be held to account on their performance towards this strategy.

How can the Mayor make this happen?

- A. Provide boroughs with the resources to adapt and make schemes permanent, including support to:
 - engage and consult local residents
 - evaluate the impacts of schemes
 - invest in supporting behaviour change measures, and
 - refine and improve schemes where necessary.
- B. Provide the vision and London-wide, coordinated plan for how individual schemes form part of a London-wide effort to reduce traffic and improve streets for people - then hold council leaders to account for their role in making this happen.

95% of Business Improvement Districts say that a good environment for walking was important to business performance, and 85% for cycling.³⁸





Broadway Market has been closed to through-traffic, to the benefit of businesses and customers

9. Prioritise building Cycleways in areas with fewest existing transport options

Why is this important?

Cycleway investment in London to date has been disproportionately geared towards trips to central London, often following existing demand.^{39,40} This has raised the profile of cycling in London, but has resulted in people with higher-paid jobs in central London having more of the health and connectivity benefits of cycling than others.

Focusing on central London has meant other trips are ignored. Journeys to shops, parks, and schools or journeys to work outside central London. These are also more likely to be made by disadvantaged people, including children, women, retired people, disabled people and people on lower incomes and those out of work. Change must therefore involve a reversal of the 'breadwinner model' of urban planning.⁴¹

A further reason for this change is that, with so much more working from home likely to be happening in the coming years than in the past, demand is increasing for local routes relative to radial routes into the city centre.

Every day 4.7 million trips currently made by car could be cycled in London.⁴² Switching even half of these journeys would be a huge step towards a green and equitable recovery in London.

Of course it has been invaluable in the current pandemic to have a cycle network that has enabled Londoners to travel to central London safely while socially-distancing, but the next Mayoral term will look beyond this emergency.

The Strategic Cycling Analysis and Cycling Action Plan identified cycle routes with the highest current and potential cycling flows. But 42% of these potential trips are currently being walked or made on public transport, not driven, partly as a result of the central and inner London focus. Over the next few years investment is better prioritised on switching those local journeys currently made by car to walking and cycling.

Tackling transport poverty should also be a priority of new cycle infrastructure. In London, transport poverty is often worse in outer London, affecting people on lower incomes with low access to both public and car transport. Boroughs such as Bromley and Croydon, for example, have poor public transport⁴³ but also over 30% of households with no cars.⁴⁴

A strategic reprioritisation of new routes would involve more of the orbital and outer London routes being developed.

While there is some value in focusing on a network approach for cycling, the goal must be set higher. Paris has adopted a vision of every street being safe to cycle on by 2024.⁴⁵ London needs this vision too – and then to set out the order in which it will get there.

How can the Mayor make this happen?

- A. Set the vision for every street to be safe to cycle on, based on the Cycleway Quality Criteria.
- B. Update the prioritised routes in the Strategic Cycling Analysis (SCA) to focus on the routes which can most improve sustainable transport access and tackle transport poverty.
- C. Update the SCA to include where cycle freight deliveries have the best role to play in reducing van use, as well as in replacing van use for servicing.
- D. Ring-fence funding for outer London boroughs to introduce Cycleways, along with other public realm improvements.

The London Orbital Railway

Orbital transport links can often serve a wider range of people than radial routes to central areas, which can disproportionately serve people, often men, in better-paid jobs in centres of employment, such as in central London.

The London Overground, an orbital line serving inner and outer London, serves a relatively higher proportion of Black people compared to White people, while the tube is the reverse.

This shows how important orbital links are in big cities like London, and why orbital walking and cycle links need to be given greater priority.⁴⁶

Transport for London's Strategic Cycling Analysis identified the following top connections for further study

Top potential connections

1. Kentish Town to Wood Green
2. Camden Town to Tottenham Hale
3. Dalston to Lea Bridge Road
4. Hackney Mare Street to Shadwell
5. Greenwich foot tunnel to Hackney
6. Stratford to Ilford
7. Leyton to Barking Road
8. Canning Town to Barking
9. Manor Park to Woolwich Ferry
10. Ilford to Dagenham Dock
11. Greenwich to Woolwich
12. Rotherhithe Crossing to Peckham
13. Old Kent Road to New Cross Gate
14. Deptford to Oval
15. Oval to Streatham
16. Vauxhall to Clapham Common
17. Chelsea Embankment to Clapham Common
18. Pimlico to Putney
19. Clapham Common to Mortlake
20. Teddington to Twickenham
21. Hounslow to Heathrow
22. Shepherd's Bush to Southall
23. Fulham to Wembley
24. Kilburn to Edgware
25. Highgate to North Finchley



Strategic cycle connections

- Top potential connections
- High potential connections
- Medium potential connections
- Existing and planned Cycle Superhighways, Quietways and Mini-Holland routes
- Central London Grid area
- Town centres
- River and water features
- Parks

10. Triple the kilometres of safe Cycleways on the TfL Road Network, while improving the walking and wheeling environment

Why is this important?

People cycling will often use the most direct route to a destination in London, which will usually be along main roads. Main roads are often more dangerous for people cycling than quieter residential roads, especially at dangerous junctions.⁴⁷ While it may be relatively safe for many of us to take the bus or drive along main roads, it is the most vulnerable road users – people walking, wheeling and cycling – that suffer the most from the danger of high traffic volumes and speeds on main roads.

Through TfL, the Mayor manages 580 kilometres of London's main roads,⁴⁸ the vast majority of which are not safe for people to walk or cycle on. With many Mayoral-funded programmes, such as Liveable Neighbourhoods and Cycleways often located on borough-controlled streets, the Mayor has limited powers. But by ensuring TfL-controlled roads have safe space for cycling, the Mayor can lead the way in making streets in London more equitable. Pavements and crossings should also be significantly improved as part of any programme, to improve access for children, older people, disabled people and others.

Many roads controlled by TfL are also high streets and town centres. They have become dominated by non-stop traffic, reducing their function as places to shop, do business, and socialise. Many of these high streets could benefit from the increase in visits and spending that high streets receive when improvements are made for people walking, wheeling and cycling.⁴⁹

How can the Mayor make this happen?

- A. Triple the kilometres of Cycleways meeting the TfL Quality Criteria on the TfL Road Network.
- B. Remove parking spaces and motor traffic capacity, particularly on high streets.
- C. Ensure designs are accessible for children, disabled people, and older people.
- D. Use this opportunity to improve the wider pedestrian environment, including crossings, through the Healthy Streets Approach.



London Bridge is now closed to through-traffic at certain times of the day, making bus journeys quicker and cycling safer



11. Coordinate and expand London's existing green walking and cycling routes into an iconic 'great green routes of London' network

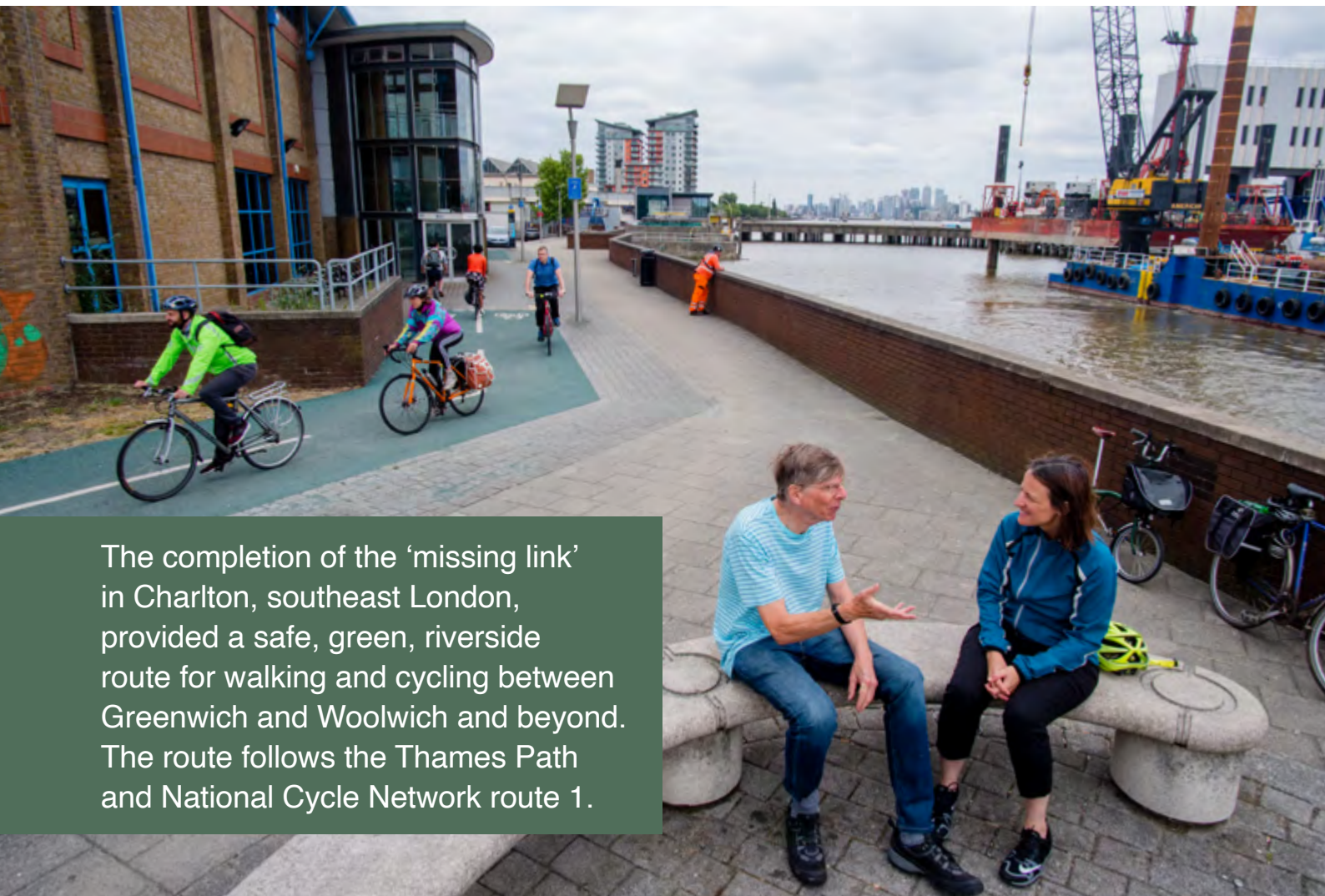
Why is this important?

Accessible quality green spaces are essential for the health of all Londoners.⁵⁰ But some have more access than others, and this contributes to health inequalities.⁵¹ The Covid-19 lockdown showed just how important green spaces are: people needed to spend time in parks, with the green surroundings, space and light that go with it. With one third of Londoners not getting their 20 minutes of exercise per day,⁵² we need to increase access to green space.

As well as the health benefits of good access to green space, the links between them are also an important piece of the transport jigsaw. Off-street green paths are important for enabling families, those who have never considered cycling, and those less confident in doing so, to cycle and gain confidence, and discover the joy. Cities with high cycling rates, such as Copenhagen and its surrounding areas,⁵³ have excellent connections between green spaces.

How can the Mayor make this happen?

- A. Consolidate the National Cycle Network (NCN), the Thames Path, the Capital Ring, London LOOP, the National Park City green route network and other links into a high-quality, cohesive 'great green routes of London' network.
- B. Identify six new potential green corridors that could provide safe walking, wheeling and cycling links between green spaces.
- C. Commit to improving existing green corridors, including a number of missing links on the National Cycle Network, to an inclusive standard.



The completion of the 'missing link' in Charlton, southeast London, provided a safe, green, riverside route for walking and cycling between Greenwich and Woolwich and beyond. The route follows the Thames Path and National Cycle Network route 1.

12. Ensure all road improvement projects make streets safe, not just safer

Why is this important?

TfL currently funds a large number of road projects which do not meet the safety criteria for people walking, wheeling and cycling. London has a Vision Zero objective on road safety, but schemes which will be in place for the next 30-40 years are being constructed in ways which mean people walking and cycling are put in unnecessary danger. The project to improve the junction at Kingsland Road/Balls Pond Road is costing millions but, according to the Healthy Streets Designers' Check, still leaves two residual safety issues,⁵⁴ which will put lives in danger for decades to come on a well-used cycle and walking route.

TfL plans to spend hundreds of millions of pounds in the next mayoral term on refurbishing the road network.⁵⁵ Projects include the Croydon Fiveways changes; a refurbishment of the Westway; Hammersmith Bridge repairs; and a Rotherhithe Tunnel refurbishment, not to mention the Silvertown Tunnel and work on the Safer Junctions programme. Most of these schemes will continue to prioritise motor journeys over the safety of people walking, wheeling and cycling.

Large infrastructure project costs are high and consistently above budget. As a consequence, they drain transport resources that could be otherwise invested in more cost effective measures to reduce health

and transport inequities across the city. Many schemes will also need to be revisited to ensure safety, at additional cost.

How can the Mayor make this happen?

- A. Insist that road schemes meet the Cycleway Quality Criteria and leave no residual safety issues as defined by the Healthy Streets Designer Check.
- B. Fully integrate The Equalities Act 2010 into all transport assessments.

Scrap the Silvertown Tunnel

The Silvertown Tunnel is a proposed new tunnel under the Thames in east London. It will entrench motor dominance of east and south east London, undoing many of the positive proposals towards reducing car and van traffic.

It typifies the old approach to transport planning that needs to be changed for a sustainable future. New Thames crossings for east London are needed, but they should be for walking, cycling and public transport.

Any scheme to make Hammersmith Bridge usable again must include safe spaces for people to walk and cycle, in line with the TfL criteria



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