<u>**My Liveable London policy brief**</u>

What are we asking for and why?

London Cycling Campaign (LCC) and Living Streets members and supporters will be requesting that in the run-up to the London local elections in 2018, the main party leaders (the prospective council leaders) commit to:

Submitting a high-quality and safe, Liveable Neighbourhood bid, based in an area with high potential for walking and cycling, that provides big wins for both and takes major steps to prioritise people walking and cycling over private cars in the area during the course of your term.

NB: for Ealing, Greenwich, Hackney, Haringey, Havering, Lewisham, Waltham Forest, the ask will be to 'Deliver a high-quality and safe' neighbourhood, as they have already submitted a high-quality bid and won the initial funding for it.

What do we mean when we say 'high-quality and safe'?

We want the Liveable Neighbourhoods programme to be used by councils to bring the ambitions for the Mayor's Transport Strategy to life on borough roads. To do this, any Liveable Neighbourhood bid must be of a high quality in order to increase the number of people walking and cycling in London. But we know that the definition of 'high-quality' can vary wildly, which is why we have set out 7 standards that London Cycling Campaign and Living Streets agree must be met before we would agree that it was a 'high-quality and safe' Liveable Neighbourhood.

1. *Highlighted as such in TfL's Strategic Cycling Analysis*

The Strategic Cycling Analysis is a piece of work created by TfL. It has crunched a huge amount of data to create a set of maps that will show where the greatest potential for walking (despite its name) and cycling are. If a Liveable Neighbourhood bid is not situated in one of these areas, it is unlikely to secure funding. Councils should be initially placing bids for areas that are the most likely to secure funding, as these will also be the areas where a Liveable Neighbourhood will enable a lot more people to walk and cycle.

2. *Achieves 60% or more Healthy Street Check scores with no 'critical issues' for all schemes*

The Healthy Streets Check will be the standard by which all future schemes will be assessed by TfL. To ensure that they create real change for people in the area, we think that Liveable Neighbourhood schemes should reach a minimum score of 60%[i]. By committing to a minimum score, it reduces the ability of some boroughs to 'game the system'. To reach the minimum score, a scheme must have removed all 'critical issues' and have made genuine improvements that will benefit cyclists and pedestrians – not just public realm enhancements that improve the look of a space, but not cycling and walking safety and amenity.

3. Achieves a minimum Healthy Street Check spider diagram score of 60% in the 'People choose to walk, cycle and use public transport' category and of 60% in the 'Pedestrians from all walks of life' category for all schemes.

These are the most important indicators in the Healthy Streets Check, not just in terms of cycling and walking but for a scheme's overall quality. Achieving these minimum scores will mean the scheme will do most to improve the area the most for people walking and cycling. It also means that bids will not be able to claim an increase in their overall Healthy Streets Score, without making genuine improvements for pedestrians and cyclists.

4. Provides these minimum standards for pedestrians:

- *Footways with a Pedestrian Comfort Level of B+, or 2m clearance (whichever is greater)*
- *Formal crossings on all arms of key junctions and on important desire lines, with maximum pedestrian wait times of 30 seconds.*
- *Continuous footways as the default at junctions with side roads.*

Good quality footways will encourage more people to walk but are also a vital part of the public realm - providing places for people to chat with their neighbours, browse shop windows, socialise and play. Stepping into the road to let someone else pass is indicative of poor walking infrastructure. 2m is typically cited as the minimum footway width by the Department for Transport's Inclusive Mobility Guidance (2005). This is based on two wheelchairs being able to pass one another. It refers explicitly to 2m clear footway, taking into account street furniture and other items that can block a pavement. London's Pedestrian Comfort Levels classify the level of comfort based on level of crowding that a pedestrian experiences on the street (i.e. in busier locations, footways need to be wider than 2m). A mix of crossing types will need to be applied appropriate to the location - but the design should always seek to maximise pedestrian convenience and safety. Zebra crossings give pedestrians the greatest priority. While signalised crossings are the responsibility of TfL, any bid should include safe crossings at key junctions, where pedestrians wait no longer than 30 seconds (except possibly at the largest, most complex junctions of major roads) and which are designed for a walking speed of 0.6m per second.

5. Provides physically separated space for cycling on roads with over 2,000 Passenger Car Units (PCUs) of daily motor vehicle traffic and enforcing a maximum 20mph speed limit; and ensuring all side streets are also 20mph and feature fewer than 2,000 PCUs daily.

One of the biggest barriers to people cycling is their concern about safety. Mixing with busy, fast-moving motor traffic can be a scary experience, and definitely one that will not enable all ages and ability cycling. LCC sets the level between 'busy and fast' and 'calm and quiet' at 2,000 Passenger Car Units (PCUs) [ii] a day. If a road has more (motor) traffic than this, there needs to be physically-separated space for cycling, or the traffic needs to be reduced to under this threshold, by closing roads to through traffic (modal filtering), charging (like the congestion charge) or other methods. Reducing speed limits to 20mph reduces road danger, and will be an important way for boroughs to support the Mayor's Vision Zero goal (to eliminate death or serious injury from road collisions by 2041). Making our roads calmer and quieter is essential for Liveable Neighbourhoods, to create the

environment that enables people of all ages and abilities to walk and cycle and enjoy the street, in safety.

> *6. Reduces motor vehicle movements in the area by at least 10% and reallocates carriageway (including parking) space to active travel modes including wider pavements, bike share, parklets, cycle tracks, seating (which helps people with limited mobility).*

The Mayor's Transport Strategy is proposing a target of 80% of journeys to be made by sustainable modes – public transport, walking and cycling – by 2041. That means cutting around 3 million car journeys from our streets by then, which is essential if we want to reduce air and noise pollution, reduce congestion and create places that people choose to walk and cycle around. Councils need to re-prioritise the space on our streets, putting walking, cycling and public transport first, and reducing the dominance of private motor vehicles (parked or moving). Liveable Neighbourhoods need to do more than tinkering at the side of the roads to make space for walking and cycling, and think about how we re-allocate space to more sustainable modes of transport.

> *7. Improves the lives of a significant proportion of people living, working and passing through the borough with the schemes.*

We want to see councils putting in ambitious bids of around £5-£10 million. This money, spent on the right interventions, can have a huge impact on the lives of people in the area, improving the local environment and creating places where everyone can walk and cycle safely and happily.

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[i] The scoring system for the Healthy Streets Check is very flat, which means most schemes will score around 40%-60%, and very few will score higher or lower. This is why we've set the minimum score of 60% - this will still encourage councils to be ambitious with their bids.

[ii] A Passenger Car Unit is a metric used to assess the traffic-flow of a road. Different vehicles have different units, with a car equalling 1, and a lorry equalling 2.3, based on the amount of space they use. So if there are a number of large lorries using a road, it wouldn't be reflecting in a vehicle count, but would be reflected in the PCU.