

April 2016

LONDON GREEN PARTY CYCLING INVESTMENT PLANS

Boris Johnson's current budget plans for Transport for London see a steep decline in funding for major cycling infrastructure and no guarantee of continuing the 'mini-Holland' projects beyond the current three pilot boroughs.

With some progress made in recent years on high quality safe, segregated cycling facilities, this is extremely worrying.

A Green Mayor will guarantee that current levels of major cycling project investment are continued – including the Superhighway programme – to the end of their first term, and will also invest in main road, town centre and neighbourhood People-Friendly Streets projects to support walking and cycling across London.

The total investment in cycling and walking during the first term of a Green Mayor will be £1.55 billion - more than 15% of the total expected investment in capital transport projects.

SUCCESS OF THE CURRENT SUPERHIGHWAYS

Figures obtained by Green Assembly Member Darren Johnson in March 2016 show that the Vauxhall section of Superhighway 5 has seen a 73 per cent increase in cycling at the busiest times, compared with the same road in its pre-superhighway state.

Motor vehicle journey times in the area, meanwhile, have returned to what they were before the construction works, or are quicker than before.

A recent YouGov survey found that 71 per cent of people favour cycle lanes on main roads – with a majority (54 per cent) of commuters in favour even if the lanes increased their journey time by five minutes.¹

CONCERNS ABOUT FUNDING IN THE FUTURE

Despite the progress made, there is much still to do in London in terms of cycling infrastructure. We have barely scratched the surface in terms of the potential for cycling.

There is no provision in TfL's current budget to continue current levels of investment in the Superhighways (and the less successful unsegregated Quietways). In fact, Darren Johnson recently questioned the Mayor about London's cycling budget after 2016/17 and received information that in 2016/17 TfL will spend £166m on cycling but this will drop to just £68m by 2020/21.²

BORIS JOHNSON'S FAILURE TO DELIVER FULLY ON HIS PROMISES

Mayor Boris Johnson's commitment in 2012 was to complete the 12 Cycle Superhighways by 2015.

However, only five complete Superhighways (CS1, CS2, CS3, CS7, CS8) will have been delivered by the time he leaves office.

- CS12, CS10 and CS6 were deleted.
- E-W, N-S and CS5 will be half-finished.
- CS4 and CS11 will be at the design stage.

This is all despite the Mayor's January 2014 pledge that £100m would be spent to finish all 12 Superhighways by 2016. CS1 should arguably be re-designated as a Quietway, rather than a Superhighway as the Mayor calls it, because most of the route runs along quiet borough roads, is not fast and direct and does not require significant engineering interventions.

¹ Poll reported in the Evening Standard

<http://www.standard.co.uk/news/london/keep-building-cycle-superhighways-in-london-poll-reveals-huge-support-for-bike-lanes-on-main-roads-a3194337.html>

² The Mayor responded to a formal written question on future cycle funding tabled by Darren Johnson AM at the 20th January 2016 session of Mayor's Question Time:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_285766

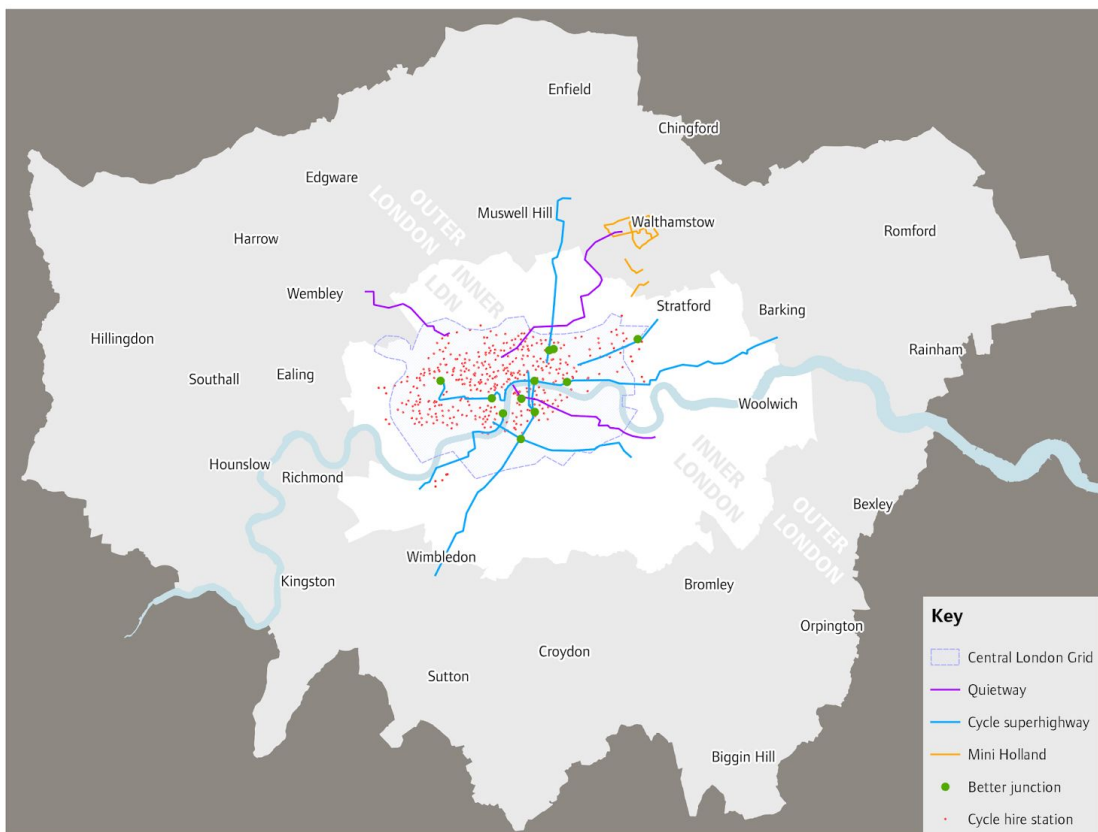
NEGLECT OF OUTER LONDON

With outer London less well served by public transport, the potential for cycling to fill the gaps and provide a safe, cheap, healthy way to travel for short journeys is very high.

The 2014 Transport and Health in London report for TfL shows the health benefits of delivering the current Mayor's Transport Strategy, with the target increase in cycling, are very large, with between 3,800 and 6,800 additional healthy years of life, and the equivalent of £250 million saved in monetary terms.³

And the potential health benefits if we fulfilled the potential for switching short journeys to bikes across London are vast. Over 60,000 healthy life years each year for Londoners, and economic benefits of nearly £2.2 billion. However, under Boris Johnson, hardly any new cycling investment has reached the outer boroughs, as the map in Figure 1 shows.

Figure 1: Boris Johnson's completed cycling projects to 2016:



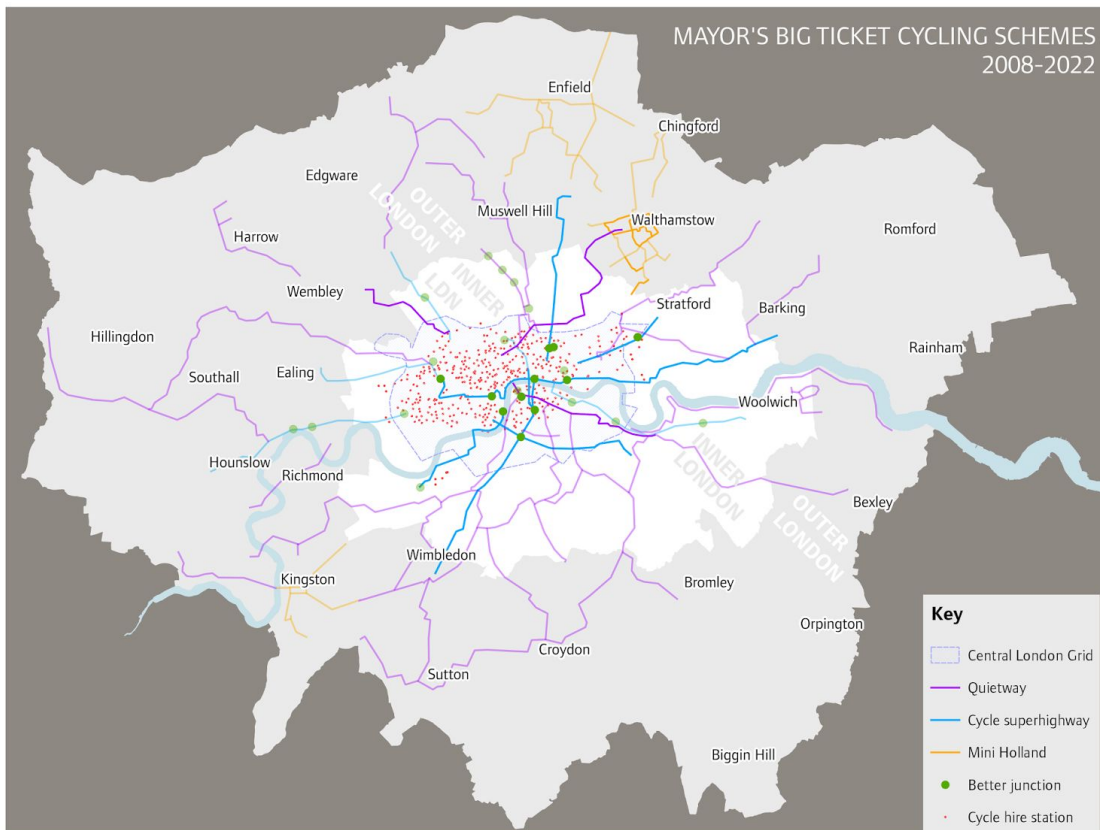
³ Transport and Health in London, Greater London Authority 2014.

https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Transport%20and%20health%20in%20London_March%202014.pdf

Figure 2 shows the remaining Superhighways promised by 2016, as well as the projects listed in the Mayor's Infrastructure Plan, for delivery up to 2022.

This shows what could be achieved and the level of provision that could be given to outer London if funding continued. However, with a planned rapid fall in investment, the next Mayor needs to increase investment or see this potential go unfulfilled.

Figure 2: Cycling plans up to 2022, currently underfunded



GREEN BUDGET PLANS FOR CYCLING

A Green Mayor will guarantee continued funding of the Cycle Superhighway programme at its current level, enabling stalled projects to be planned again, and enabling the extension of these facilities to more of outer London, which has up to now missed out on the benefits to congestion, health and wellbeing of increased cycling.

This funding will be added to plans for new People-Friendly Streets projects to support walking and cycling in every borough at the same level as the current mini-Hollands, and

new funding for People-Friendly Main Roads on a number of major roads where people live, work and shop that are under TfL's control ('red routes').

A summary of the investment planned each year is given in Table 1. The total investment in cycling and walking committed during the first term of a Green Mayor will be £1.55 billion, which is more than 15% of the total expected investment in capital transport projects in that time.

Public transport investment will not be affected by this increase. The additional funds (the plans boost those in the current TfL business plan by £1.1 billion over four years) will be provided through a combination of the following changes to TfL's income and investment plans:

- Cancelling plans for road-building projects including the Silvertown Tunnel
- Introducing a workplace parking levy in collaboration with the London boroughs (funds for this would be split equally with the boroughs, which may also choose to add to the investment made in walking and cycling)
- Bringing in a revised, more effective Ultra Low Emission Zone and a new system of smart congestion charging.

Table 1: Planned and new Green investment in walking and cycling in London

£ million	2017/18	2018/19	2019/20	2020/21	Total over 4 years
TfL Planned capital spend on cycling and walking projects	166	124	66	68	424
New investment					
People-friendly streets projects in every borough	50	225	225	225	725
Additional main road projects – people-friendly red routes	10	50	50	50	160
Major cycling projects (safeguarded past 2016/17)		42	100	98	240
TOTAL	226	441	441	441	1549

Table 2: Capital budgets under current plans and with our changes

£ million	2017/18	2018/19	2019/20	2020/21
PLANNED TFL CAPITAL BUDGET, excluding Crossrail*	1,299	1,262	1,077	1,396
Crossrail spend *	689	168	176	12
Total capital spend including Crossrail*	1989	1430	1253	1408
New total capital spend with our changes, excluding Crossrail	1,402	1,698	1,611	1,853
New total capital spend with our changes, including Crossrail	2091	1866	1787	1865
New total capital spend with our changes, and assuming Crossrail spending replaced by other major public transport projects	2091	2387	2476	2554

* All figures from current TfL business plan