



By email only

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Date: 23 May 2016

Dear Sir/Madam,

DfT Cycling and Walking Investment Strategy – London Councils' Response

London Councils represents London's 32 borough councils and the City of London. It is a cross-party organisation that works on behalf of all of its member authorities regardless of political persuasion.

London Councils welcomes the government's preparation of the National Cycling and Walking Investment Strategy and the opportunity to comment on this draft version.

London's local authorities are responsible for approximately 95% of London's road network. They prepare local strategies and implement schemes to improve the transport network in their areas. They have been taking actions and investing in improvements to encourage more people to walk and cycle in the capital to complement the pan-London schemes, such as the Cycle Superhighways, being delivered by Transport for London.

We note that very little (if any) of the funding committed by the strategy is available to London, on the basis that transport funding is devolved to the Mayor of London. It is important, however, to note that TfL's revenue grant from government is being cut until it will eventually be eliminated in 2018/19. Approximately 20% of this grant is passed on to London's local authorities so that they are able to deliver local schemes that support the objectives of the Mayor's Transport Strategy. This can include capital schemes, such as new cycle lanes and traffic calming measures, or revenue schemes, such as road safety campaigns. The reduction in TfL's revenue grant and the implications it has for borough funding of local schemes is a concern and we are working closely with TfL on this. In addition, it is our understanding that Treasury rules do not allow TfL to pass on capital funds. London Councils asks government to allow greater flexibility around the classification of TfL grants; specifically, to relax the rules on capital funding to facilitate the transfer of TfL capital funding to boroughs to enable them to continue, amongst other things, to deliver schemes that will play an important role in achieving the government's cycling and walking objectives.

London Councils would like to see the government be more ambitious and set a more specific target for road safety than simply a year-on-year reduction in the number of cyclists killed or seriously injured per billion miles cycled. This could include, for example, a series of percentage reductions over the course of the strategy period. Safety, or the perception of it, is a key barrier to getting more people cycling and should be a key priority area for action. London Councils would like the government to give more consideration to changes to legislation that could improve road safety for cyclists and pedestrians. Better awareness by

cyclists, pedestrians and drivers of each other, and behaviour change if necessary, should also be encouraged.

Yours faithfully,

A handwritten signature in black ink that reads "Julian Bell". The signature is written in a cursive style with a long horizontal stroke underneath.

Cllr Julian Bell
Chair of London Councils' Transport and Environment Committee