

City of London

# Cycling Plan

Comprehensive edition

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Corporation of London  
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## EXECUTIVE SUMMARY

In 1996 the Government published its National Cycling Strategy (NCS). The Strategy highlights the potential of cycling as a flexible, cheap and environmentally friendly way to travel with important health benefits for people of all ages. In addition, cycling can form an important contribution to an integrated transport system. One of the targets in the NCS is for local authorities to adopt a local cycling strategy in order to establish cycling policies and to progress the objectives of the NCS.

The City of London Cycling Plan sets out the objectives and policies for cycling in the 'Square Mile' and identifies targets in relation to these objectives and how the policies are to be translated into actions. For each policy area details are given of specific proposals or programmes of measures to be implemented over the Plan period. Because many different factors impact upon cycling a range of indicators have been set in order to help identify progress towards the main target.

The Cycling Plan has been developed in consultation with the various departments within the Corporation, neighbouring local authorities, local cycling groups and other interested parties in order to meet the specific requirements of the City. It should be noted that many of the aims and objectives of this Plan can only be achieved in partnership with a diverse range of groups and organisations.

The various aspects of the Cycling Plan and other relevant policy documents produced by the Corporation of London have been developed to ensure that they work together to promote cycling in order to achieve the provision of safe and sustainable transport. In return, the Cycling Plan will provide an important contribution towards delivering the desired outputs of the Corporation's wider transport policies and programmes.

## INTRODUCTION

Cycling has long been recognised as a low-cost, healthy and non-polluting mode of transport. It is also an increasingly popular form of recreation. Despite this, however, the City, whilst renowned for the high standard of services it provides as the world's leading international financial and business centre, was for many years, not considered particularly cycle friendly.

Many factors contributed to this view. Hostile traffic conditions, fear of traffic accidents and pollution, unsuitable road design and lack of secure parking facilities were some of the more common complaints. Policy decisions of the time, including the historical exclusion of cycles from comprehensive transport planning schemes, further degraded the prospects for cyclists.

Much has been achieved since the inception of the National Cycling Strategy and the development of the London Cycle Network. However, the Corporation recognises the need for a step-change in provision for cycles in the City if the aims and objectives of current policy and programming are to be achieved. This Cycling Plan outlines a strategy and action plan for further improving conditions for cyclists in the City, whilst continuing to raise interest in cycling as a viable form of transport and recreation. The intent is to make cycling safer, more convenient and more accessible to cyclists in all areas of the City. A commitment to cycling is a commitment to sustainable transport, congestion reduction, safer streets, increased recreational opportunities and above all, a heightened quality of life. The Health Select Committee recently identified that increases in cycling could play a major role in the fight against rising obesity levels, and cycling clearly has many other health benefits.

## BARRIERS TO CYCLING IN THE CITY

In order to be able to plan effectively for cyclists, it is important to understand the barriers that currently deter people from cycling. Moreover, to maximise its success in encouraging more cycling, the Corporation needs to identify ways to overcome these barriers and release the potential for cycling in the City.

Work to overcome practical barriers such as lack of cycle parking has a clear physical solution, but it is also important to overcome perceived barriers to cycling. Perceived barriers are factors that prevent people from cycling because they do not have access to information to show that cycling is a viable option for their trip. For example, infrequent cyclists often believe that planned journeys are too long to make by cycle when, in fact, the distance can be covered more quickly and conveniently than by other available modes.

The City of London Cycling Plan includes measures that will address both actual and perceived barriers to cycling in the City. Below are some of the most common barriers to cycling in the City. The information was gathered over a number of years through public consultation exercises undertaken in connection with the Corporation's general highways and traffic management development schemes, and through the Corporation's Public Issues Database.

### **Danger**

The fear of being involved in a collision is one of the biggest barriers to cycling in the City, according to many existing and would-be cyclists. Data from the London Accident Analysis Unit indicates that there is some justification for this claim. Indeed, while cycling accounts for roughly 5% of journeys made in the City, cyclists accounted for over 15% of all road casualties in 2003.

Certain types of collision are more common than others. The most frequently occurring collisions resulting in injury to a cyclist is when another vehicle turns left across the path of the cycle. The type of vehicle which poses the biggest threat to cyclists is a heavy goods vehicle; between 1999 and 2003, 7 cyclists were killed having been involved in collisions with HGVs.

Much has been done to lessen the risks of cycling in the City through a combination of engineering, education, enforcement and example, however the Corporation recognises that a step-change in provision for cyclists is required if the rising trend in cycle casualties is to be reversed. In the city of York and many European cities, where there has been sustained investment in cycling, high levels of cycling have contributed to an overall reduction in road casualties as well as the perception of a safer street environment. Indeed, the more cyclists there are, the lower the risk associated with cycling. This relates to the concept of critical mass; as cyclists increase their presence on roads, it becomes safer to cycle (Wardlaw, 2002).

### **Poor Cycling Environment**

The City's cycling environment is seen by many cyclists as unattractive due to pollution, traffic volumes, poor quality on-street measures and a lack of parking. Would-be cycle commuters are also discouraged by a lack of shower/parking facilities at work and train operators' restrictions on carrying cycles. Much of this reinforces the perception that cycling itself is not socially acceptable.

Outlook Research 2002 shows that cyclists' top three demands are provision of uninterrupted cycle routes, better quality road surfaces and more cycle lanes. The Central London Partnership's Business Cycle study highlights the importance of direct, fast routes for the main part of a commuter journey. Further evidence of the need for a better cycling environment comes from a London Cycle Campaign survey in which 24% of employees say they would cycle to work if adequate facilities were in place (LCC: Best Way to Work, 1996).

Much has been achieved since the inception of the National Cycling Strategy and the development of the London Cycle Network. The Corporation is engaged in an on-going programme of works to add new and improve existing facilities for cyclists (e.g. cycle parking, on-street facilities etc.), and works closely with developers and public transport operators to ensure that the needs of cyclists are catered for. The City has high standards of carriageway maintenance (although it is recognised that interim reinstatement by utility companies and failures of permanent statutory undertaker reinstatements still cause concern) and street cleaning (within the City, most streets are swept twice a day so there are few problems of debris). Despite the work already undertaken, the Corporation recognises the need for a step-change in provision for cyclists if the City is to become truly cycle friendly.

### **Cycle Theft**

Fear of cycle theft has a direct impact on levels of cycling. Data from the City of London Police shows that around 400 cycles were reported stolen in the 2002/03 financial year. The police believe this represents a fraction of the actual incidence of cycle theft.

Data from the Transport Research Laboratory (TRL Report 284) shows that nationally 17% of cyclists had suffered cycle theft in the last three years. This has a dramatic effect on cycle levels. Some 24% no longer cycle at all and 66% cycle less often because of the risk of theft.

The Corporation is working with the Police on reducing the level of cycle theft through a number of crime and safety projects and initiatives. A Joint Community Safety Unit has been established to provide full time guidance and monitoring of all work undertaken to achieve the various priorities outlined by the Police and the Corporation.

### **Attitudes to Cyclists**

Driver attitudes and behaviour are a deterrent to cycling. Many cyclists complain about motorists who feel that cycles "don't belong on the road". A lack of understanding of cyclists' needs by many motorists often leads to conflict, whilst some motorists are unskilled at sharing the road with cyclists. At the same time, however, many cyclists ignore traffic signals and controls, sometimes justifying their action by the belief that the road network was not designed with their needs in mind. The reluctance or inability of the relevant authorities to prevent or punish even the most blatant of traffic violations by cyclists, simply increases the animosity felt by drivers and pedestrians towards cyclists.

The Corporation, through the work of the Road Safety Team and the City Police, is committed to educating cyclists about responsible behaviour. It also recognises the need to educate other network users about considerate driving/use of the network and the needs of cyclists and other vulnerable road users.

## POLICY CONTEXT

Cycling policies and strategies are likely to be most effective as part of an integrated multi-modal transport strategy which emphasises motor-traffic restraint, speed reduction, collision prevention and the promotion of sustainable transport.

Measures that increase the number of journeys made by cycle, whilst reducing over-reliance on public transport and the need to travel by private car or by taxi, will help the Corporation of London meet wider responsibilities and targets. The Cycling Plan takes full account of the aims, objectives and guidance set out in the following national, regional and local policy documents:

### **NATIONAL GUIDANCE:**

#### **The National Cycling Strategy;**

The National Cycling Strategy (NCS) published in 1996 highlights the potential of cycling as a flexible, cheap and environmentally friendly way to travel with important health benefits for people of all ages. The strategy creates a focus for organisations and individuals who are in a position to influence a change in physical conditions, the attitudes of individuals and the outlook of organisations. It sets out common objectives, identifies targets in relation to those objectives and identifies a range of actions which can help to meet the targets.

#### **The Government's White Paper on the Future of Transport 'A New Deal for Transport: Better for Everyone';**

In July 1998 the Government published its White Paper on Integrated Transport. The report recognises that detailed transport policies must be formulated and implemented at local level and responsive to particular local circumstances. It announces a change in focus of national transport policy, including a greater emphasis on improving conditions for cyclists and pedestrians.

#### **The Government's Road Safety Strategy 'Tomorrow's Roads - Safer for Everyone';**

The Government's Road Safety Strategy, published in March 2000, sets out a range of challenging road casualty targets to be met by 2010. It emphasises a need for local authorities to increase efforts aimed at eliminating the principal causes of traffic danger. In respect of cyclists, emphasis is placed on the need for better designed and safer roads, more training and a reduction in traffic speeds.

#### **Transport 2010: The 10 Year Plan;**

Published in July 2000, Transport 2010 is the Government's ten-year route map to achieve the goals set out in the Integrated Transport White Paper. It is designed to deliver the Government's priorities on transport - reduced congestion, better integration, and a wider choice of quicker, safer, more reliable travel on road, rail and other public transport. In addition, through the development of Local Transport Plans by local authorities, there will be increased priority for cycling, walking and environmental and safety measures.

#### **Walking and Cycling: an action plan**

The Government's action plan for increasing the levels of walking and cycling was published in June 2004. The document sets out the different ways that the Government

will aim to increase walking and cycling and contains a series of actions with corresponding timescales, accountability and monitoring procedures.

### **The Government's White Paper 'The Future of Transport'**

In July 2004 the Government published a new white paper on the future of transport. This builds on the progress since the implementation of the 10 year plan, extends investment plans to 2014-15 and looks at the challenges of the next 20 to 30 years. It includes a commitment to encourage more people to cycle more often and identifies a need for local action planning, strong marketing and the sharing of good practice to achieve this.

### **Report of the Royal Commission on Environmental Pollution 'Transport and the Environment - Developments since 1994';**

The Twentieth Report of the Royal Commission on Environmental Pollution was published in September 1997. It emphasises the need for concerted effort and radical action to make transport more sustainable, and sets out the requirements for an integrated transport system. Among its recommendations for cycling, the report calls for the provision of high quality cycle route networks, accessible and secure cycle parking and reductions in the speed of other traffic in urban areas.

### **Planning Policy Guidance Notes (PPGs)**

The Town and Country Planning System is seen by the Government as the main framework for introducing sustainable development in the UK. Planning authorities are advised on the appropriate contents of their development plans and on development control policies through Planning Policy Guidance Notes (PPGs). Cycling is referred to in PPGs 3, 6, 12, 13, 15, 17 and 19.

**PPG 13** 'Transport' recommends that local authorities adopt planning and land use policies which limit parking provision for developments and other on- or off-street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives. It also states that local plans/UDPs should include policies that encourage specific measures to assist people to walk and cycle.

**PPG 6** 'Town Centres and Retail Developments' emphasises the role of existing centres in development patterns that minimise travel and promote transport choices that help reduce greenhouse gases and local air pollution emissions. Traffic management in urban centres should include the provision of access and secure facilities for cyclists.

**PPG 12** 'Development Plans' states that land use policies and traffic management proposals, including the improvement of cyclist and pedestrian safety should be included in development plans.

### **LONDON/REGIONAL GUIDANCE:**

#### **Greater London Authority - The Mayor's Transport Strategy**

The Mayor's Transport Strategy, originally published in July 2001, calls for all those with a stake in the Capital to work together to support the GLA's vision of London as an exemplary sustainable world city. The Strategy aims to increase the capacity, reliability, efficiency, quality and integration of the transport system to provide the world class transport system the capital needs. Among the key transport priorities is a need for greater support for local transport initiatives, including the creation of comprehensive walking and cycling schemes.

The Mayor's Transport Strategy is currently under review. However, it is anticipated that the new Strategy will retain or even strengthen support for the comprehensive provision of facilities for cyclists.

### **Transport for London - The London Cycling Action Plan**

Published in February 2004, the London Cycling Action Plan sets out the measures that will help achieve the Mayor's vision for cycling and deliver lifestyle and economic benefits for London. The Action Plan addresses how cycling will contribute to achieving key priorities from the Mayor's Transport Strategy in a way that recognises London's cultural and geographical diversity.

Working together, TfL and the London boroughs will implement the Action Plan measures to deliver a step change in cycling in the capital. The overall aim is a 200% increase in cycle use by 2020 with a forecast target of an 80% increase in cycling by 2010.

### **Mayor of London - The London Plan (Spatial Development Strategy for Greater London)**

The London Plan, published in February 2004, sets out the Mayor's vision for the provision of the economic, social and environmental framework for the urban renaissance of London. The Plan aims to integrate the physical and geographical dimensions of the Mayor's other strategies, including broad locations for change, providing a framework for land use management and development, strongly linked to improvements in infrastructure, especially transport. The key to improving the quality of transport lies in taking an integrated approach to transport provision and development, making major improvements to public transport and tackling traffic congestion. The Mayor is equally committed to improving conditions for cyclists and pedestrians through a variety of schemes.

## **CORPORATION OF LONDON GUIDANCE:**

### **The City of London Unitary Development Plan 2002**

The City of London Unitary Development Plan sets out the Corporation's general aims and policies with regards transport. Among the Corporation's key aims is a need to promote cycling and enhance the provision of facilities for cyclists.

**POLICY TRANS 12** in the UDP states that there is a need 'to implement a cycle route network and to have regard to the needs of cyclists in all traffic management schemes'.

**POLICY TRANS 22** seeks 'to provide cycle parking facilities by: (i) requiring the provision of private parking space for cycles in development schemes; (ii) maintaining an adequate overall number of spaces for cycles in public off-street car parks; and (iii) providing an adequate supply of cycle parking facilities on-street'.

Further information regarding the Corporation's policies on cycling and associated parking standards (as contained in the UDP) can be found in Appendix 5 of this plan.

### **The City of London Interim Local Implementation Plan 2002**

The City of London Interim Local Implementation Plan details the means by which the Corporation's general aims and policies for transport will be implemented over the next five years. The Plan sets out the Corporation's full range of planned transport initiatives and demonstrates how an integrated approach to transport provision at the local level will be progressed.

The Corporation is keen to promote cycling as a more sustainable mode of transport and is committed to implementing a pedal cycle route network and also integrate cycling requirements with traffic management schemes.

The Interim Local Implementation Plan will be replaced by a full Local Implementation Plan which should be completed in 2005.

#### **The City of London Community Strategy 2004**

The City of London Community Strategy considers all aspects of services which affect daily life in the City. The Strategy has a theme of providing 'Good Transport for a Thriving City' and includes measures to encourage cycling and facilitate greater transport choice.

## A VISION FOR CYCLING IN THE CITY

The following statement is a description of what a cycle friendly City of London might look like, given the full implementation of the Cycling Plan:

“The City of London is a place where cycling is a routine, convenient and safe activity. A comprehensive network of well designed and clearly signed cycle routes facilitates cycle travel throughout the City and makes cycling a pleasant activity for even the most inexperienced of cyclists. Streets and junctions are designed to at least minimum ‘cycle friendly’ standards and streets are free of dangerous roadway defects.

Information about cycle facilities is readily available in public places across the City. Ample, secure cycle parking is conveniently located throughout the City, close to offices, shops, public transport and leisure facilities.

Throughout the City, all road users - drivers of cars, lorries and buses, cyclists and pedestrians - respect the rights of others on the road. All vehicle operators and pedestrians understand that the streets are shared by many different modes of transport, and all road users abide by the traffic laws and regulations.

Cycle collisions and fatalities are rare in the City thanks to an abundance of accessible safety literature and comprehensive cycle training, and well designed, safe and well enforced cycle facilities.

Above all, cycling promotes good health and improved physical fitness and contributes to the high quality of life which people living and working in the City enjoy.”

The above vision does not have to be a pipe dream. With a will to change, many towns and cities in Europe have demonstrated this, and in localities with higher car ownership, steeper and bigger hills and less clement climates. Many people who live and work in the City want to cycle, or to cycle more, but the conditions around them do not encourage them. Conditions are seen by many as, at worst, dangerous and, at best, unpleasant. This Cycling Plan defines how the Corporation will bring about a step-change in provision for cycles, which, it is hoped, will change peoples’ perceptions and experiences of cycling in the City.

## OBJECTIVES

The Corporation of London's Cycling Plan contains a number of broad Objectives which relate to many different aspects of cycling. These objectives have been developed from an understanding of the characteristics and problems of cycling in the City and the perceptions and experiences of cyclists; various national, regional and local policy objectives and targets; and in order to fulfil the Corporation's vision for cycling in the City. The objectives of the Cycling Plan are as follows:

**Objective 1: *To maximise the role of cycling as a transport mode, in order to reduce reliance on public transport, and discourage unnecessary use of private cars and taxis.***

The key objective is to increase cycle usage, not just as a method of transport in its own right, but also as a measure to help reduce congestion, pollution, the number of road accidents, the take up of land and poor health conditions all associated with current levels of road traffic. Transferring short trips and non-essential journeys from public transport, as well as cars and taxis, to cycles is the main priority.

**Objective 2: *To develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of cycling and which reduces reliance on public transport, and discourages unnecessary use of private cars and taxis.***

Negative experiences and concerns regarding safety do much to discourage many people from cycling. As such, there is a pressing need for the development of cycle-friendly infrastructure based on safe, attractive routes. The Corporation recognises, however, that cycle 'facilities' alone are not enough to encourage more people to cycle or to produce significant modal shift. Demand restraint measures, such as reduced vehicle parking, access restrictions and speed reduction, which make cycling a faster, cheaper, more attractive option than travelling by private car or taxi (and reduce reliance on public transport), will also be needed. Traffic calming measures may do more to encourage cycling than the introduction of specific cycle facilities.

**Objective 3: *To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Unitary Development Plan, Local Implementation Plan, Borough Spending Plan and other resource bids, and the Road Safety Plan; and in all complementary strategies including transport studies and strategies, environment, education, health and leisure strategies.***

The integration of cycling into all of the Corporation's Planning, Development and Transport activities is essential to make the best use of resources and ensure 'joined-up thinking'. All education and publicity programmes should facilitate and promote cycling as a key (and in some cases, the preferred) mode of travel. Above all, the Corporation will need to actively promote the concept of sustainable transport and behaviour.

## TARGETS

Targets, and the necessary monitoring that must accompany them, are the main ways in which the Corporation can assess the effectiveness of its various strategies and the Cycling Plan as a whole. These targets are the best long-term measures of the effectiveness of the Cycling Plan. The targets are challenging, but should be achievable within the specified time scales if sufficient resources (i.e. staff, finances, etc.) are made available.

**Target 1: *To treble the number of commuters travelling by pedal cycle to the City between 1999 and 2010 and to seek further increases thereafter.***

The Corporation is keen to promote cycling as a more sustainable mode of transport and is committed to achieving an increase in the number of commuters travelling by pedal cycle to the City. Progress has already been made to benefit cyclists through infrastructure, encouragement measures and planning control, although the Corporation recognises the need for a step-change in provision if the above target is to be achieved.

From a 1999 baseline figure of approximately 2000, the Corporation is seeking an increase in the number of commuters travelling by pedal cycle to the City to 6000 by 2010. The Corporation believes that this target is realistic, given the already high cycle flows to and around the City (the early indication of the success of Congestion Charging suggests that more people are cycling in central London). In addition, the expected increase in the working population in the City over the next ten years is likely to mean that even more people will be considering their transport choices and, with the appropriate encouragement, cycling more.

**Target 2: *To increase cycling levels through the City by 100% by 2010 over the flows seen in 1999, and to seek further increases thereafter.***

From a 1999 baseline figure of approximately 8,000, the number of cycle trips undertaken daily in the City increased by nearly 28% to over 10,000 in 2002. Detailed figures regarding cycle flows in the City since the introduction of Congestion Charging in February 2003 are not yet available, however, early indications suggest that cycling levels have increased by as much as 25%.

**Target 3: *To increase the proportion of cycling to at least 12% of all vehicular journeys in the City by 2010 and to seek further increases thereafter.***

Pedal cycle flows within the City currently account for around 5% of all traffic flow. On some streets, pedal cyclists comprise up to 10% of the daily traffic flow. Virtually all of this has a business function, normally access or courier. The proportion of cyclists is considerably higher in the City than in any other part of central London where, on average, cyclists comprise about 1% of the overall road traffic. From a 1999 baseline figure of approximately 4%, the Corporation is seeking to increase the modal share of cycling to at least 12% of all journeys by 2010.

**Target 4: *To seek a 40% reduction in the number of cyclists killed or seriously injured by 2010.***

In March 2000 the Government announced new casualty reduction targets for road accidents in its report Tomorrow's Roads: Safer for Everyone. These new targets, to be achieved by the year 2010, compared with the average for the years 1994-1998 are a

40% reduction in the number of people killed or seriously injured, a 50% reduction in the number of children killed or seriously injured, and a 10% reduction in the slight casualty rate.

In addition the Mayor of London has set his own targets in his Transport Strategy, published in July 2001. These reflect the particular difficulties that vulnerable road users experience in London. These targets, like the national targets, are to be achieved by 2010 and call for a 40% reduction in the number of pedestrians killed or seriously injured, a 40% reduction in the number of cyclists killed or seriously injured, and a 40% reduction in the number of motorcyclists killed or seriously injured.

The Corporation's Road Safety Plan, which was published in November 2002, is committed to developing a strategy for reducing the number of cycle casualties on the City's roads. Statistics show, however, that this there is much work to be done. Accident information indicates that some 15% of all road traffic casualties in the City were cyclists. This figure is disproportionate to the number of cyclists, who account for only 5% of all traffic on the City's roads. The figures are alarming in that they are nearly double both the London and national average.

The Corporation's ultimate aim is to achieve a 'zero' casualty rate for all road users. With regards vulnerable road users (pedestrians, cyclists and motorcyclists) the Corporation is committed to achieving a 40% reduction in killed and seriously injured casualties by 2010, compared to the average for 1994-98. The specific reduction targets for each user group are set out in Appendix 4 of this plan.

**Target 5: To seek a reduction in the number of recorded cycle thefts by 5% per year for the next 5 years.**

Many a potential user is deterred from riding a cycle through fear of having it stolen. However, carefully planned provision of secure parking facilities can do much to encourage new users, and make existing cyclists more confident about leaving their cycles. In addition, safe and convenient cycle parking at cyclists' destinations helps to make cycle routes and other facilities well used.

Over the 2002/03 financial year, there were 391 reported cycle thefts in the City (this represents a fraction of the actual incidence of cycle theft). The majority of all thefts were from on-street cycle racks, with the remainder occurring from a variety of public and private premises. The highest theft rates were recorded in the Bishopsgate and Barbican areas of the City.

The Corporation has been working with the Police on reducing the level of crime and the fear of crime in the City through a number of crime and safety projects and initiatives. A Joint Community Safety Unit has been established to provide full time guidance and monitoring of all work undertaken to achieve the various priorities outlined by the Police and the Corporation.

## POLICIES

The following Policies explain in detail what the Corporation will do to bring about the objectives and meet the targets set out in the Cycling Plan. These policies are wide ranging and cover aspects of engineering, encouragement, education, enforcement and monitoring, as well as the manner in which the Corporation will carry out the work.

The policies are designed to both complement and expand on those set out in the Unitary Development Plan (UDP) and Interim Local Implementation Plan (ILIP). However, there is an overarching need to fully integrate the Cycling Plan into the Corporation's actions and policy documents at all levels. Cycling needs to become part of the Corporation's everyday thinking, not a set of measures that are 'tacked on' where remembered.

### ROUTE NETWORK DEVELOPMENT

**POLICY 1: *To seek the completion of all sections of the London Cycle Network and the London Cycle Network Plus by 2005 and 2008 respectively.***

The London Cycle Network (LCN) was originally endorsed by the London Local Authorities in 1992. It is a Capital-wide network of identified routes with links to the National Cycle Network. The Network is a key component of the Government's National Cycling Strategy which seeks to promote cycling in London.

Whilst work has been carried out in the City to develop the proposed LCN routes, to date large parts of the Network remain uncompleted. The Corporation is currently drawing up a programme of works to ensure that the outstanding sections of the LCN are completed by the target date of 2005.

The original estimated total cost of implementing the LCN routes was £440,000 (at 1999 prices). It is anticipated that the cost of developing the outstanding sections is unlikely to exceed £200,000 (based on a Consultant's estimate). The development of these outstanding routes meets TfL's criteria for delivering a better quality, safer and more convenient cycling environment and, as such, could be funded from the Corporation's future BSP allocation for cycling. Should additional funding from TfL not be forthcoming, it is likely that these costs could be met from the Corporation's On-Street Parking Surplus.

The London Cycle Network Plus (LCN+) was developed by Transport for London in 2002 as part of a London-wide review of cycling and walking. Central to this review is a change of approach in taking forward the LCN, based on a slimmed-down network (about one-third of the length of the planned full LCN), focused on direct, high demand, high quality routes reflecting key strategic commuter routes and designed to attract a 100-300% increase in cycle flows.

The LCN+ network is planned to be completed in 2009. Funding for its development is available in the form of a grant, direct from TfL. The total cost of the LCN+ is estimated at about £130m of which approximately £3m has been identified for the City. The allocation to the Corporation for its schemes is £156,000 for 2004/05.

Appendix 1 of this plan contains a map which sets out the cycle routes that the Corporation will develop to form the City of London Strategic Cycle Network. These routes are broadly in line with those of the LCN/LCN+. Details concerning route implementation and funding will be based on these routes, however, they are not set in stone and are open to review.

**POLICY 2: To identify and promote local cycle links to strategic routes in order to develop a coherent cycle network in the City.**

The Local City Cycle Network is a network of key routes proposed by the Corporation to provide local links with the LCN and LCN+. The length of the Local City Cycle Network cannot be accurately measured because it is designed to provide links with LCN and LCN+ routes that have, in some cases, not been finalised. However, the Corporation will aim to introduce local cycle network links and facilities for cyclists as part of its more general highways and traffic management schemes. This will involve looking at the permeability of links, particularly when they form the origin or destination of cycle journeys. The key local links which the Corporation is seeking to develop are shown on the City of London Strategic Cycle Network map in Appendix 1.

The Corporation will seek to ensure that a network of routes with high standards of coherence, directness, safety, attractiveness and comfort are achieved. Guidance set out in the IHT/DOT/CTC/Bicycle Association Publication “Cycle Friendly Infrastructure, Guidelines for Planning and Design” (1996) recommends that the following hierarchy of measures be considered when planning and designing the cycle route network and associated infrastructure:

- Traffic Reduction
- Traffic Calming
- Junction Treatment and Traffic Management
- Redistribution of Carriageway
- Cycle Lanes and Cycle Tracks

Cycle Friendly Infrastructure points out that the above approaches are not discrete alternatives and that high quality infrastructure for cycling will incorporate many or all of them.

**POLICY 3: To undertake a Cycling Review of the City’s existing and proposed strategic and distributor cycle route network and other roads with high cycle use.**

The Department of Transport/Institution of Highways & Transportation (DOT/IHT) Cycle Review procedure has been established to provide an objective measure of the safety, convenience and comfort of a cycle facility or complete route. In essence, the overall ‘attractiveness’ of a route can be assessed in order to foster its maximum use.

The review will prioritise the existing and proposed network as identified on the definitive cycle route map. Within this, it will prioritise routes according to the Review’s own guidelines. This takes into account considerations such as usage, danger and strategic importance as part of the wider route network. The review will form a significant input into planning and prioritising the City’s strategic and distributor cycle route network.

**POLICY 4: To adequately maintain all on-street cycle facilities and all roads, particularly those identified as part of the City of London Strategic Cycle Network.**

Highway surface conditions and levels of maintenance have a considerable impact on the amount and quality of cycling in the City. Carriageway defects, statutory undertaker plant and roadway debris can be a real safety hazard for all road users, including cyclists, and

are promptly dealt with by both the Department of Technical Services and the Department of Environmental Services.

## **OTHER HIGHWAY AND GENERAL DEVELOPMENT CONSIDERATIONS**

**POLICY 5: *To ensure that measures to encourage cycling are fully integrated into all comprehensive planning, engineering and development schemes.***

In order to ensure that consideration of cyclists is integrated into all highway and traffic management schemes, the Corporation will develop and implement an audit procedure. The audit will seek to ensure that all schemes provide improvements to, or at least have no negative impact on, the coherence, directness, safety, attractiveness and comfort of routes used by cyclists.

Implementation of the cycle audit will meet the National Cycling Strategy objective to 'provide for increased cycle use within all local highways and traffic management schemes'. The audit procedure will be undertaken in accordance with current national guidance.

The Corporation will also ensure that measures to encourage cycling are fully integrated into the UDP and supplementary planning guidance. In addition, the Corporation will identify opportunities, and where appropriate, require developers to provide the necessary on-site infrastructure in order to facilitate cycling.

## **INTEGRATION OF CYCLING WITH OTHER TRANSPORT MODES**

**POLICY 6: *To seek to ensure that cycling is fully integrated with public transport to facilitate cycle use as part of longer journeys.***

Public transport and cycling can be combined to produce a competitive alternative to the car for longer trips. Indeed, evidence from countries like the Netherlands and Germany shows that providing facilities for such a trip combination benefits both cyclist and operator as well as the environment.

Public transport infrastructure is largely outside the control of the Corporation, however, every effort will be made to work closely with transport operators to adopt cycle-friendly measures and promote multi-modal travel. Measures will include:

- The provision of high quality links from public transport interchanges to the cycle network.
- The provision of adequate, secure, covered cycle parking at railway, underground and bus stations.
- The convenient carriage of cycles on trains and, where appropriate, the underground, Docklands Light Railway and buses.

**POLICY 7: *To ensure that measures to promote and facilitate travel by vulnerable road users are mutually beneficial.***

The Corporation recognises the need for safer highway facilities that minimise potential conflicts of interest and actual conflict between cyclists, pedestrians and access by people with mobility difficulties. Measures will recognise the differing requirements (particularly in terms of design, speed, surfacing etc.) of different, non-motorised, transport modes.

While recognising that motorcyclists and moped/scooter riders are vulnerable road users, the Corporation does not intend to allow powered two wheelers to use bus lanes or cycle facilities. It is considered that this would have an unacceptable negative effect on pedal cyclists' actual and perceived safety and would act as a disincentive to increased cycle usage. Instead, and where possible, the Corporation will pursue a programme of specific treatments at locations and corridors identified as high risk sites for powered two wheelers.

## CYCLE PARKING AND SECURITY

**POLICY 8: *To seek the provision of high quality, secure cycle parking facilities throughout the City in accordance with local and national 'best practice' and policy guidelines.***

Parking provision for cycles is a constant issue in the City of London. Indeed, the Corporation recognises that there is an ever increasing demand for more, secure parking facilities in all areas of the City.

Currently, the bulk of public cycle parking facilities in the City is located on-street. Despite this, however, it is becoming increasingly difficult to find suitable locations for additional on-street cycle parking facilities, given the nature of the City environment with narrow footways and high pedestrian usage (it is, however, desirable to provide provision for the growing demand across the City and reduce the incidence of parking on railings and other street furniture).

Local cyclists have identified the need for more secure, monitored, long stay cycle parking facilities in the City. Secure cycle racks are available in all six of the Corporation's off-street car parks, however, these facilities are limited. In order to cater for the demand for longer-term cycle parking, the Corporation will seek to install more secure facilities in these car parks.

The need for secure cycle parking for employees provided at the workplace is another key requirement for cyclists. Whilst the Corporation requires the provision of off-street cycle parking facilities within new development schemes, there is currently no requirement for many older developments to provide such facilities. The Corporation will, therefore, work with other employers to encourage the provision of high quality, secure cycle parking facilities at the work place.

Secure and accessible parking facilities at stations and other major transport interchanges provides a positive incentive to cycle. The Corporation will continue to work with the various transport agencies to encourage the provision of such facilities.

**POLICY 9: *To adopt a Theft Reduction Programme, recognising that fear of cycle theft is a major deterrent to cycling for utility journeys.***

Fear of cycle theft is a major deterrent to cycling. One in six cyclists interviewed in a Transport Research Laboratory study reported having bikes stolen in the last three years and of these, one quarter gave up cycling altogether following the theft of their cycle. Adopting a Theft Reduction Programme is therefore very important, not only to retain existing cyclists, but to attract new ones. Regions that have had theft reduction programmes have achieved significant results. The Dutch city of Groningen reduced its theft rate by 30% between 1987 and 1990. The decrease was achieved primarily through

raising public awareness of how best to secure bikes, coupled with increased cycle parking facilities and periodic police clampdowns on cycle theft where appropriate.

The City of London Police are particularly concerned about the amount of cycle theft in the City. The Police and the Corporation's Joint Community Safety Unit have detailed information on patterns of cycle theft, the type of cycle (and components of cycles) most likely to be stolen, and common methods used by thieves. It should, therefore, be relatively easy to target those high-risk areas and monitor success.

The Corporation is currently working with the Police to co-ordinate anti-theft measures and will continue to support Police enforcement with education and encouragement. In developing a detailed Theft Reduction Programme, particular consideration will be given to the provision of secure and convenient cycle parking (the Corporation will endeavour to work in partnership with the Police when considering the location of cycle parking), publicity on cycle theft awareness and measures that individuals and organisations can take to increase security, and encouragement of cycle registration schemes.

## **CYCLE SAFETY**

**POLICY 10: *To seek to provide a safer and more secure cycling environment for everyone.***

A key element of the Cycling Plan is the need to ensure greater safety for cyclists, whether on or off the road. As such, the Corporation will adopt a Danger Reduction Programme to ensure that the desired increase in cycle use does not result in an increase in the cyclist casualty rate. The approach of this plan will be to reduce road traffic danger at source, through the programmes of engineering measures, traffic reduction and education and enforcement strategies. The Danger Reduction Programme will include:

- Collation of data on the location and number of cycle collisions.
- Monitoring of complaints about near-misses and other perceived danger.
- Remedial action to treat problem sites, to be undertaken where it is likely that this will release a suppressed demand for cycling and/or remove a likely accident problem.
- Monitoring of accidents for three years after implementation of road safety schemes, cycling and pedestrian improvements and other highway schemes where necessary.
- Implementation of schemes to manage/reduce motor traffic flow and speed (e.g. 20 mph zones).
- Support for national and local campaigns to educate drivers on the dangers of drink driving and excessive and inappropriate speed.
- Support for national and local publicity campaigns aimed at educating cyclists about responsible behaviour and correct use of cycle facilities, and other road users about considerate driving (including the use of cycle facilities and the need to give appropriate space when overtaking) and the needs of cyclists and other vulnerable road users.

## EDUCATION, TRAINING AND ENFORCEMENT

**POLICY 11: *To seek the development of cycling education and training initiatives to support the Corporation's various engineering programmes.***

Engineering methods on their own are usually not sufficient to generate significant numbers of new cycle trips. Education, training and enforcement are more likely to have a greater influence on actual levels of cycle use.

The Corporation currently runs a number of campaigns and training schemes aimed at cyclists. It also produces a range of promotional information and training on cycle safety and safer cycling schemes, cycling and the law and safety equipment. Key initiatives for the encouragement of cycling, as identified in the Corporation's Road Safety Plan, include:

- The provision of child proficiency training to Corporation of London school pupils.
- To investigate the provision of cycle training for adults and residents of the City.
- To investigate the provision of Advanced Rider Training courses for cyclists.
- Encouragement of safe riding and awareness through publicity campaigns.

The Corporation is keen to support national and local publicity campaigns, specifically those aimed at educating cyclists about responsible behaviour. It also recognises the need to educate other network users about considerate driving/use of the network and the needs of cyclists and other vulnerable road users.

**POLICY 12: *To support the development of enforcement initiatives to improve cyclists' safety.***

The Corporation will seek to raise the level of traffic law enforcement in support of its activities to improve cyclists' safety and perceptions of danger. To achieve this the Police will need to raise their priority for Roads Policing to a level that recognises that greater enforcement is required to reduce the loss of life, pain and suffering, and the cost to the community, caused by fatal and serious life threatening injuries as a result of traffic collisions and driver/rider violations. Measures to improve the effectiveness of traffic law enforcement to benefit cyclists will include:

- Using the collision data available to the Corporation and the City Police to identify those locations where law enforcement activities are needed to reduce the likelihood of accidents.
- Support for Police education and enforcement initiatives (subject to prior consultation and agreement) relating to excessive speed, dangerous driving, illegal manoeuvres, illegal parking and driving while under the influence of alcohol or drugs.
- Support for Police education and enforcement initiatives (subject to prior consultation and agreement) relating to cyclists' use of lights, conformance to traffic signals and signs and Road Traffic Law in general. The Corporation will liaise with the Police to identify locations where non-conformance with traffic signals, one-way orders or cycling prohibition may indicate that cyclists experience route severance, unreasonable delay or perceived traffic danger.

- Support for Police education and enforcement initiatives in respect of pavement cycling, subject to feedback regarding the identification of sites with a high incidence of illegal cycling (the Corporation is keen to have the opportunity to address any problems identified so that enforcement does not provide a new disincentive to cycling).

A recent Police uniformed cycle patrol initiative has been very successful in the detection, prosecution and reduction of traffic and crime related offences. The Corporation will support the greater use of cycles by police as being a visibly high profile, cost effective and environmentally sustainable way of improving links between the Police and local communities.

## PROMOTING CYCLING

**POLICY 13: *To seek to raise the status and awareness of cycling in the City among potential cyclists and other road users.***

The Corporation will support the implementation of physical cycling measures with a programme of complementary publicity of the cycle network and other facilities and to emphasise the health, financial and environmental benefits of cycling and the need to reduce reliance on public transport and discourage unnecessary use of private cars and taxis. Key to this is will be a commitment to maintain and update, when necessary, the 'City of London Cycling Guide' leaflet for distribution to relevant groups and organisations and the general public.

The Corporation will also seek to participate in travel awareness campaigns as a means to co-ordinate measures to encourage the use of cycling and reduce reliance on public transport and discourage unnecessary use of private cars and taxis. This will include targeted publicity aimed at individuals/organisations throughout the City who are most likely to take up cycling, and more general publicity through 'Travelwise' and Local Agenda 21 initiatives, aimed at raising awareness, status and acceptance of cycling and other alternatives to the private car by the wider population. Specific initiatives could include:

- The Corporation to lead by example by encouraging cycle use in its activities (e.g. officers/members travelling by cycle to meetings with partner organisations and the wider public), and to encourage other influential organisations (e.g. the Police, Paramedics) to make high profile use of cycles.
- The provision of free, secure cycle parking at Corporation organised and supported events.
- Incorporation of access information for cyclists alongside public transport and car parking information in publicity materials. Information to include nearby cycle routes and associated links plus cycle parking and other facilities for cyclists.
- Incorporation of cycle images in tourism and publicity documents issued by the Corporation.
- Media launches of new cycling facilities.

**POLICY 14: To seek the development of Travel Plans and Cycle-Friendly Employer Initiatives within local organisations.**

Travel Plans are a way by which organisations can encourage employees to use more environmentally friendly forms of transport as an alternative to over-reliance on public transport and the unnecessary use of private cars. Cycling can be encouraged through the provision of improved cycle parking, lockers for clothes and helmets, shower/changing facilities, pool cycles, cycle mileage allowance for business travel and interest free loans for cycle purchase.

In order to further promote cycling the Corporation will encourage employers in the City to adopt Travel Plans, to become cycle friendly and to form Bicycle User Groups (BUGs). This will be achieved through the publication of best practice guidance, the development of a Travel Plan Working Group, and through the Corporation's role as highway and planning authority.

The Corporation, in full consultation with its employees, will seek to adopt a Travel Plan to reduce the environmental impact of its transport use. The Plan will include incentives to increase the use of cycles and other non-polluting modes of transport, and disincentives to over-reliance on public transport and the unnecessary use of private cars. Specific measures will include:

- The provision of secure, covered cycle parking, equipment storage lockers and showers/changing facilities at all Corporation offices.
- Establishing Corporation pool cycles to enable employees who commute to work by car or public transport to cycle for work related journeys, together with the establishment of a maintenance contract for these cycles with a local cycle shop.
- Increasing the cycle mileage allowance for work related trips to a level above the basic car mileage allowance.
- Extension of the interest-free loan scheme to help with the purchase of cycles and equipment used for travelling to work as well as those used on Corporation business.
- Re-establishment of the Corporation's Bicycle User Group.
- To provide information and promotional material about the Corporation's provision for cyclists to all employees. Information on cycle routes, cycle parking and public transport to be provided to the public when invited to attend Corporation offices.

**POLICY 15: To seek the development of travel strategies for local schools.**

The Government has long recognised the problems arising from the high use of cars by parents and staff on journeys to school. Local authorities are required, through their Local Transport Plans, to set out a travel strategy for schools which will encourage and facilitate cycling and walking (and public transport use where necessary) as a means to improve the safety, fitness and independent mobility of school children, and to reduce congestion and traffic danger around schools.

The Corporation will, therefore, seek to prepare a Schools Transport Policy in liaison with schools and other relevant agencies. The Policy will include:

- Helping schools develop their own School Transport Plans.
- To continue the existing safety audit work, the specific road safety campaigns, and training and education initiatives carried out by the Corporation's Road Safety Team.
- Provision of Safer Routes to schools.
- Provision of adequate, secure cycle parking and associated facilities at schools.

## MONITORING

**POLICY 16:** *To undertake comprehensive monitoring of all aspects of cycling to measure progress towards the Cycling Plan Targets.*

Monitoring of the various aspects of cycling and of the policies that the Corporation is expected to act upon is essential to gauge whether progress is being made towards achieving the Cycling Plan's targets and overall objectives. The Corporation will therefore produce a yearly report and progress plan which will describe the progress achieved in implementing measures from the Cycling Plan.

The Corporation has a well established cycle use and accident monitoring programme. A Traffic Composition Survey is undertaken every 3 years and reports detailing the number of cycle accidents in the City are produced annually. In addition, the Corporation's Road Safety Team carefully monitor the uptake of cycle training. New monitoring procedures are currently being established by the Corporation's Joint Community Safety Unit (in consultation with the City Police) for monitoring of cycle theft. Additional monitoring procedures will be required for monitoring cyclists' complaints about 'near-misses' and other perceived danger points, and for monitoring the uptake of Travel Plans by local employers.

The Corporation will ensure that cycle infrastructure developments take account, wherever possible, of cycle traffic flows (and predicted increases), the observed behaviour of cyclists, reported accidents involving cyclists, and of areas where there is a perception of high traffic danger. Comprehensive monitoring will continue for a period of three years after the implementation of such developments and other road safety schemes.

## RESOURCES

**POLICY 17:** *To seek to ensure adequate staffing levels and expertise to meet the targeted increase in cycling as a mode of transport.*

Cycling issues and projects are currently the remit of the Highways and Traffic Management Team and the Road Safety Team in the Local Transport Planning Section. For cycling to become routinely included into all highway and general development planning, and into education and recreation activities, more widespread experience and expertise in providing for cyclists will be needed by all officers. This is likely to develop over time, but could be accelerated by short training courses covering the design of cycle-friendly infrastructure, opportunities to improve cycling conditions around new developments, publicity and encouragement measures.

**POLICY 18: *To identify funding sources for cycling and establish adequate budgets to meet the targets and deliver the policies of the Cycling Plan.***

The key source of funding available to the Corporation for the implementation of cycling infrastructure is an annual grant from Transport for London for the development of LCN+ schemes. Funding for non-LCN+ schemes can be bid for from TfL through an annual BSP submission. Should the Corporation need to meet the cost of work itself, the work would usually be chargeable to the On-Street Parking Surplus. Additional funding for infrastructure will be sought from developer contributions and through partnerships with private sector organisations.

**WORKING IN PARTNERSHIP**

**POLICY 19: *To progress the Cycling Plan and all proposals for cycling through consultation and the building of constructive local partnerships.***

Partnership is of critical importance to modern-day decision making, the democratic process and an important element of Corporation policy. A partnership approach is also a key mechanism in the provision of 'Best Value'. Through partnerships, decisions or work will more thoroughly reflect the needs of people - this makes the results more effective and valuable. The Corporation will need to continue to foster good working relationships with a wide range of organisations, businesses, community groups and between the Corporation's own departments. Likewise, it will be important for these groups to foster good working relationships with the Corporation.

The Corporation will ensure that cycle infrastructure proposals are supported by regular consultation and liaison with Corporation Members and Officers, the City of London Police and representatives from the London Cycle Campaign. Other representatives will be consulted to discuss specific issues as appropriate. A 'Cycle Forum' will be developed to better co-ordinate consultation. A forum would enable constructive advice and feedback on cycling provision (both strategy and specific schemes) and other transport and land use proposals in the City.

The Corporation will maintain its informal meetings and correspondence with local cyclists and cycling organisations. Consultation with cyclists on traffic calming and traffic management schemes as well as schemes with cycle-specific facilities will also be carried out. The possibility of making the plans for all cycling schemes available on the Corporation website will be investigated. Every effort will be made to ensure that consultation is undertaken early enough for the various road user groups to comment on, and participate in, scheme designs.

The Corporation will liaise with its neighbouring boroughs and Transport for London to ensure consistency of planning control and co-ordination of cross-boundary cycling infrastructure and other initiatives. This is particularly important with regard the development of the London Cycle Network and London Cycle Network Plus.

# THE CYCLING ACTION PLAN

CATEGORY	POLICY	ACTION	TARGET	INDICATOR	MONITORING	FUNDING
ROUTE NETWORK DEVELOPMENT	1. To seek the completion of all sections of the London Cycle Network and the London Cycle Network Plus by 2005 and 2008 respectively	Development of Strategic Cycle Network Map  Review and development of LCN/LCN+ cycle route proposals	Publish Strategic Cycle Network Map by 2004  Completion of LCN routes by 2005  Completion of LCN+ routes by 2008	No of routes completed  No of routes completed	Review map every year	£200,000 - TfL (through BSP allocation) & On-Street Parking Surplus  £3m identified for City £156,000 allocation from TfL for 2004/05
	2. To identify and promote local cycle links to strategic routes in order to develop a coherent cycle network in the City	Development of Local City Cycle Network route proposals	On-going	No of routes completed		Individual schemes to be funded by TfL (through BSP allocation) & from On-Street Parking Surplus. Specific costs details will be produced ahead of each scheme.
	3. To undertake a Cycling Review of the City's existing and proposed strategic and distributor cycle route network and other roads with high cycle use	Prioritise City cycle routes according to usage, danger and strategic importance	Complete review by 2005		Continue the review process to identify improvements on all City roads	TBC - Work to be carried out by the Corporation's Term Consultants
	4. To adequately maintain all on-street cycle facilities and all roads, particularly those identified as part of the City of London Strategic Cycle Network	Liaise with DoTS and DoES to ensure highway maintenance/cleaning procedures are kept to high standards	Ongoing		Review maintenance/cleansing procedures every two years	General Highway Maintenance Budget
OTHER HIGHWAY AND GENERAL DEVELOPMENT CONSIDERATIONS	5. To ensure that measures to encourage cycling are fully integrated into all comprehensive planning, engineering and development schemes	Development and implementation of a Cycle Audit procedure	Cycle Audit used for all new highway and land-use developments by 2005			Internal Staff Costs - TBC
INTEGRATION OF CYCLING WITH OTHER TRANSPORT MODES	6. To seek to ensure that cycling is fully integrated with public transport to facilitate cycle use as part of longer journeys	Work with transport operators to adopt cycle-friendly measures and promote multi-modal travel		No of transport operators adopting cycle-friendly measures		
	7. To ensure that measures to promote and facilitate travel by vulnerable road users are mutually beneficial	Development of safer highway facilities which recognise the differing requirements of different, non-motorised, transport modes			Feedback from vulnerable road users	
CYCLE PARKING AND SECURITY	8. To seek the provision of high quality, secure cycle parking facilities throughout the City in accordance with local and national 'best practice' and policy guidelines	Installation of cycle parking facilities on-street, in public car parks and new developments  Ongoing encouragement of cycle parking at private sites		No of cycle parking facilities installed  No of cycle parking facilities installed	Identifying new locations for cycle parking facilities every six months	TBC - Programme to be funded by TfL (through BSP submission) or from On-Street Parking Surplus
	9. To adopt a Theft Reduction Programme, recognising that fear of cycle theft is a major deterrent to cycling for utility journeys	Work with the Police to co-ordinate anti-theft measures and continue to support Police enforcement with education and encouragement	Adopt programme by 2005	No of cycle thefts recorded	Review of programme annually	
CYCLE SAFETY	10. To seek to provide a safer and more secure cycling environment for everyone	Development of a Danger Reduction Programme to ensure that the desired increase in cycle use does not result in an increase in the cyclist casualty rate	Adopt programme by 2005	No of cycle accidents recorded	Review of programme annually	

CATEGORY	POLICY	ACTION	TARGET	INDICATOR	MONITORING	FUNDING
EDUCATION, TRAINING AND	11. <i>To seek the development of cycling education, training initiatives to support the Corporation's various engineering programmes.</i>	Provision of cycle proficiency, adult cycling and advanced rider training.  Encouragement of safe riding and awareness through publicity campaigns.		No of new campaigns/initiatives launched.	Review of campaigns/initiatives annually.	
	12. <i>To support the development of enforcement initiatives to improve cyclists' safety.</i>	Liaise with Police to seek to raise the level of traffic law enforcement.		No. of new campaigns/initiatives launched.	Review of campaigns/initiatives annually.	
PROMOTING CYCLING	13. <i>To seek to raise the status and awareness of cycling in the City among potential cyclists and other road users.</i>	Maintain and update the City of London Cycling Guide.  Participate in travel awareness campaigns.		No. of new campaigns/initiatives launched.	Review guide every two years.  Review of campaigns/initiatives annually.	Part funded through TfL/Corporation publicity budgets. Guide review/reprint costs £5000 (est.)
	14. <i>To seek the development of Travel Plans and Cycle-Friendly Employer Initiatives within local organisations</i>	Publication of best practice guidance  Development of a Travel Plan Working Group	Publish guidance by 2005	No of Travel Plans produced		Internal Staff Costs - TBC
	15. <i>To seek the development of travel strategies for local schools</i>	Prepare a Schools Transport Policy in liaison with schools and other relevant agencies	Develop policy by 2005		Review policy annually	Internal Staff Costs - TBC
MONITORING	16. <i>To undertake comprehensive monitoring of all aspects of cycling to measure progress towards the Cycling Plan Targets</i>	Continue with cycle use and accident monitoring programme  Liaise with Police over monitoring of cycle theft  Develop new procedures for monitoring cyclists' complaints and monitoring the uptake of Travel Plans by local employers	Develop new procedures by 2005		Monitoring to be continuous with briefing reports produced annually	
RESOURCES	17. <i>To seek to ensure adequate staffing levels and expertise to meet the targeted increase in cycling as a mode of transport</i>	Appoint staff as advocated by the Plan.  Provide for cycling within the Corporation's programme of professional development			Ongoing reassessment of staffing levels  Ongoing reassessment of staff expertise	
	18. <i>To identify funding sources for cycling and establish adequate budgets to meet the targets and deliver the policies of the Cycling Plan</i>	Utilise existing funding sources  To seek additional funding for infrastructure from developer contributions and through partnerships		No of new funding sources procured		
WORKING IN PARTNERSHIP	19. <i>To progress the Cycling Plan and all proposals for cycling through consultation and the building of constructive local partnerships</i>	Development of a Cycle Forum to better co-ordinate consultation  Maintain meetings/correspondence with local cyclists/organisations  Liaise with neighbouring boroughs to ensure consistency of planning control and co-ordination of infrastructure/initiatives	Develop Forum by 2005	No of meetings held		

## Appendix 1 - STRATEGIC CYCLE NETWORK MAP

The map (overleaf) sets out the cycle routes that the Corporation will develop to form the City of London Strategic Cycle Network. These routes are broadly in line with those of the LCN/LCN+. Details concerning route implementation and funding will be based on these routes, however, they are not set in stone and are open to review.

Various technical assessments for the provision of facilities to assist cyclists on the LCN/LCN+ routes within the City have been carried out over a number of years, and it is from this information, and comprehensive cycle counts, that the preferred routing has been selected.

### LCN Routes

The LCN routes in the City are clearly defined in that they link to specific points and continuous facilities in neighbouring boroughs. The provision of full and continuous facilities has, historically, been difficult within the City, given the narrowness of many streets, kerb side waiting/loading requirements, frontage activity, and pedestrian movement. However, as part of the comprehensive review of the network, appropriate facilities will be developed to balance the needs of cyclists against other factors.

The LCN routes in the City (as adopted in the City of London Unitary Development Plan 2002) comprise a whole route approach as follows:

Route Number	Route Direction
7	Blackfriars Bridge - New Bridge Street - Farringdon Street - Charterhouse Street and Lindsey Street/West Smithfield and Snow Hill
9	London Bridge - King William Street - Gracechurch Street - Bishopsgate
10	King William Street - Princes Street - Moorgate
11	Bank - Cornhill - Leadenhall Street - Aldgate - St. Botolph Street/ Aldgate High Street
15	Jewry Street - India Street - Vine Street - Minories - Goodman's Yard
38	Fleet Street - Ludgate Hill - Cannon Street - Queen Victoria Street - Bank
39	High Holborn - Holborn - Holborn Viaduct - Newgate Street/ (King Edward Street - Angel Street - St. Martin's Le Grand) - Cheapside - Poultry - Bank Charterhouse Street and Lindsey Street/West Smithfield and Snow Hill - Long Lane - Beech Street - Chiswell Street - Sun Street - Appold Street - Primrose Street

### LCN+ Routes

The London Cycle Network Plus (LCN+) was developed by Transport for London in 2002 as part of a London-wide review of cycling and walking. Central to this review is a change of approach in taking forward the LCN, based on a slimmed-down network (about one-third of the length of the planned full LCN), focused on direct, high demand, high quality routes reflecting key strategic commuter routes and designed to attract a 100-300% increase in cycle flows:

Route Number	Route Direction
NW3	Fleet Street - Ludgate Hill - Cannon Street
NE2	Blackfriars Bridge - New Bridge Street - Farringdon Street - Charterhouse Street and Lindsey Street/West Smithfield and Snow Hill
NE6	Queen Street - King Street - Gresham Street - Moorgate - South Place - Wilson Street - Sun Street - Appold Street
NE7	Southwark Bridge - Queen Street - King Street - Gresham Street - Moorgate - South Place - Wilson Street
NE11	Queen Victoria Street - Bank - Cornhill - Leadenhall Street - Aldgate - St. Botolph Street/Aldgate High Street
NE11 (Proposed Alternative)	Cannon Street - King William Street - Eastcheap - Great Tower Street - Mark Lane - Hart Street - Crutched Friars - Crosswall - Minories - Goodman's Yard - Mansell Street  Charterhouse Street and Lindsey Street/West Smithfield and Snow Hill - Long Lane - Beech Street - Chiswell Street - Sun Street - Appold Street - Primrose Street  London Bridge - King William Street - Gracechurch Street - Bishopsgate
Thames Cycle Path	Victoria Embankment

### Seven Stations Cycle Route

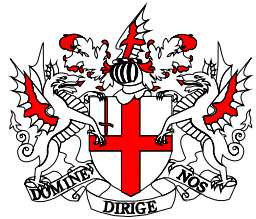
The concept of the Seven Stations Cycle Route started as a route across north central London only, linking Paddington, Marylebone, Euston, St. Pancras, King's Cross, King's Cross (Thameslink) and Liverpool Street stations. This was later developed by the London Cycle Network Steering Group to link with network routes south of the River Thames to form a circular route through central London. A key north-south element of this route passes through the City.

Within the City, the route crosses the Thames at Southwark Bridge and follows Queen Street, King Street, Gresham Street, Wood Street, Fore Street and Moor Lane before continuing to the boundary with Islington at Chiswell Street/Bunhill Row. The route was originally proposed to cross London Wall at the north end of Coleman Street, however, concerns over the layout of a crossing facility here have led the Corporation to adopt the above route, where high quality crossing facilities are already in place at the junction of Wood Street/London Wall. Concerns raised by local cyclists stating that the new route would not attract as many cyclists, appear to be largely unfounded. Indeed, a recent survey of cycle gaps in the City concluded that Wood Street witnesses as much cycle activity as Coleman Street.

### Local Cycle Links

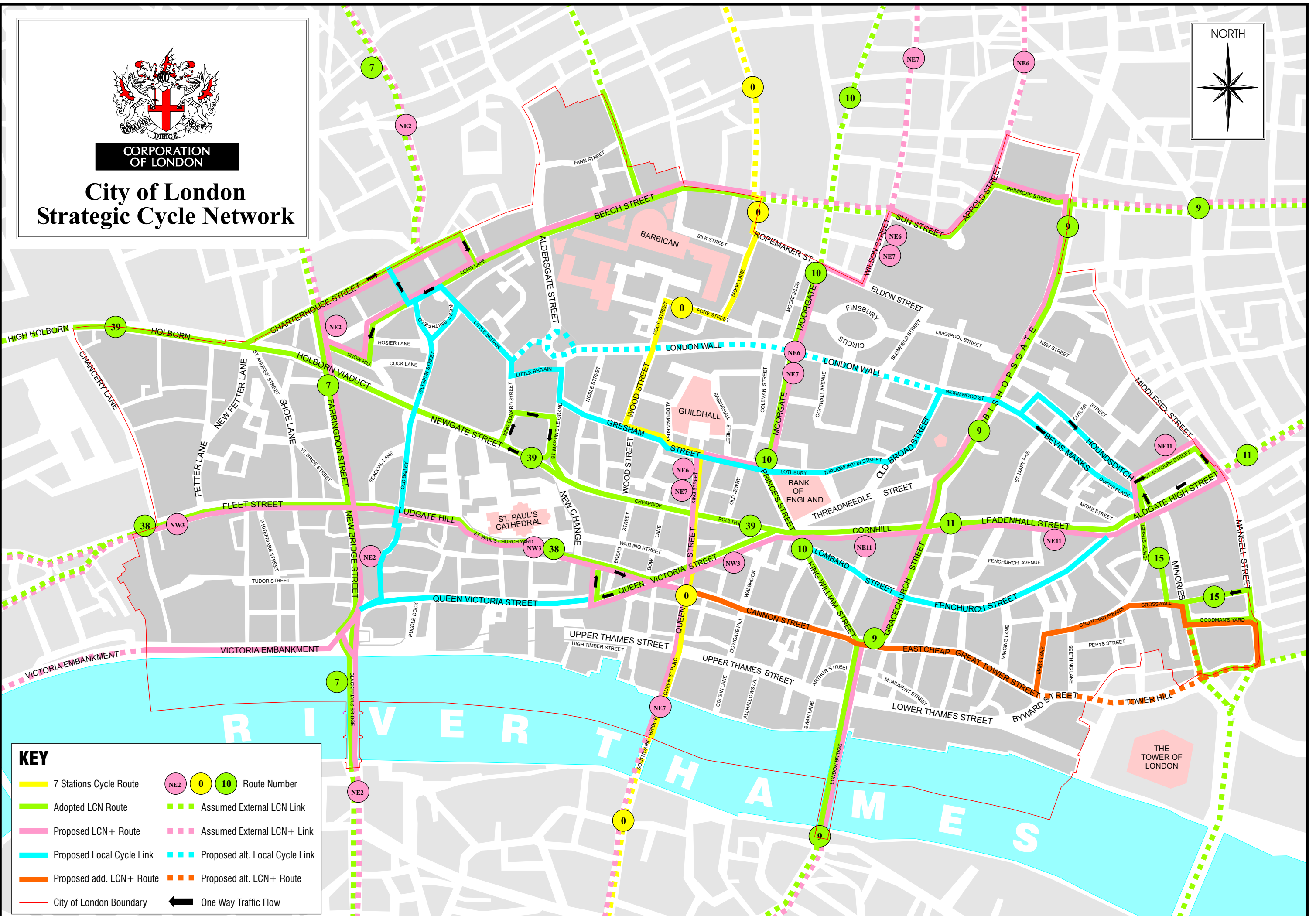
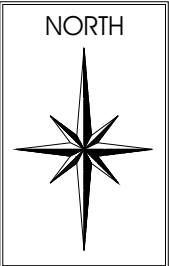
The Local City Cycle Network is a network of key routes proposed by the Corporation to provide local links with the LCN and LCN+. The length of the Local City Cycle Network cannot be accurately measured because it is designed to provide links with LCN and LCN+ routes that have, in some cases, not been finalised. However, the Corporation will

aim to introduce local cycle network links and facilities for cyclists as part of its more general highways and traffic management schemes. The key local links which the Corporation is seeking to develop are shown on the City of London Strategic Cycle Network map overleaf.



CORPORATION OF LONDON

# City of London Strategic Cycle Network



**KEY**

	7 Stations Cycle Route				Route Number
	Adopted LCN Route		Assumed External LCN Link		
	Proposed LCN+ Route		Assumed External LCN+ Link		
	Proposed Local Cycle Link		Proposed alt. Local Cycle Link		
	Proposed add. LCN+ Route		Proposed alt. LCN+ Route		
	City of London Boundary		One Way Traffic Flow		

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## Appendix 2 - CYCLE NETWORK REVIEW PROCEDURE

The Cycle Review procedure is a systematic process used to examine existing transport infrastructure for ease of use by cyclists. It should be used selectively to draw up local cycling strategies and integrate cycling into transport plans. It includes guidance on how to prioritise routes. In particular, it will address those sites where traffic danger, detours and time delays, social safety problems and local prohibitions on cycle access or cycle parking reduce the attractiveness of cycling as a mode of transport.

The review will identify feasible opportunities to provide cyclists with safety improvements, shortcuts, and access advantages over less sustainable modes (for example, by providing direct dedicated links for cyclists (and pedestrians), or by the exemption of cyclists from one-way orders, prohibited turns and vehicle-restricted areas).

Specific elements will include:

- An inventory of existing and scheduled cycle facilities (including cycle parking) and bus lanes.
- A review of sites earmarked for development which identifies their potential contribution to the cycle network.
- A review of signal controlled junctions to assess the feasibility and safety/time saving benefits for cyclists of installing advanced stop lines, and/or specific cycle phases.
- A review of 'No-Cycling' and 'Cyclists Dismount' orders and signs.
- A review of one-way streets, banned turns and other exclusions where cyclists might be exempted.
- A review of cycle route signing (to include type, positioning and methods of secure fixing of signs) and signing of cycle parking.
- A review of obstructions on existing cycle routes caused by persistent illegal parking and loading, and street furniture.
- A review of cycle lanes and ASLs to ascertain whether they meet appropriate standards.

## Appendix 3 - CYCLE AUDIT REVIEW PROCEDURE

The Cycle Audit procedure is a systematic process used to examine new highway schemes for cycle friendliness, auditing at both the design and implementation stages. It is not in itself a set of design standards for cycle facilities or a safety audit. The Corporation is also considering developing Vulnerable Road User Audits which will incorporate the Cycle Audit procedure as well as considering the needs of pedestrians and the mobility impaired.

The Corporation's Cycle Audit Checklist is set out overleaf:

## Corporation of London Cycle Audit Checklist

Details for consideration	Yes	No	N/A	Comments
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### General

Is the scheme on an existing identified cycle route? (If so, which one?)				LCN/LCN+/LCC Route/Other Local Route & No:
Is the scheme on a proposed identified cycle route? (If so, which one?)				LCN/LCN+/LCC Route/Other Local Route & No:
Is there an existing accident record involving cyclists? (Number/type of accident)				No of Accidents: Most Common Accident Type:
Is there evidence of concern by cyclists?				Main Concerns:
What is the current cycle use on the roads affected by the scheme?				Peak hour: 12 hour:
How much is cycle use likely to increase by? (predictions?)				No of Cyclists:
Are there any trip generators in the vicinity? (If so, where?)				Trip Generator:
Does the scheme include measures to assist cyclists to and from trip generators? (If so, where?)				Measures:
Will any design features of this scheme help cyclists? (If so, which?)				Design Feature:
Is there any part of the scheme which could worsen cyclists' comfort/safety or convenience/priority?				Scheme type:

### All Schemes

Are the footways to be shared between pedestrians and cyclists? (Are they suitable for sharing?)				
Are flush drop crossings or raised tables provided at all locations necessary for cyclists?				
Is there clearance of at least 4.0m (7.0m for two lanes) between refuge and kerb?				
Could the inside lane be widened to assist cyclists?				

Details for consideration	Yes	No	N/A	Comments
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**All Schemes *continued***

Is there scope for a convenient cycle route away from the road?				
Could such a route be incorporated in this scheme?				
Is there scope for mandatory cycle lanes?				
Do cyclists need separate direction signs?				
Are “cyclist” warning signs provided?				
Are cyclists exempt from any TROs or road closures? (If so, which ones?)				TRO/Closure Exemption:

**Traffic Signals and Signalled Crossings**

Are there any specific facilities for cyclists? (If so, what?)				Type of Facility:
Are all probable cycle movements catered for?				
Could any pedestrian crossings be made shared use? (Toucan or parallel?)				
Could cycle priority over motorised traffic be improved? (If so, how?)				
Could any additional cycle facilities be provided? (If so, what?)				Type of Facility:

**Traffic Calming**

Will cyclists be able to avoid horizontal calming features?				
Will cyclists be “squeezed” at any pinch points?				
Will cyclists be able to avoid road humps or other vertical features?				
Are all interfaces between carriageway and vertical features flush?				
Do road humps have a suitable profile?				
Are there raised tables at side road entrances/exits?				

Details for consideration	Yes	No	N/A	Comments
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### Bus Priority Schemes

Is the bus lane wide enough for cyclists and buses to overtake each other inside the lane?				
Is it possible to exclude Taxis from the bus lane?				
Are cycle lanes provided at gaps in bus lanes?				

### Cycle Lanes

Do lanes continue across side roads?				
Do lanes continue through zig-zag markings at signalled crossings?				
Do lanes continue pass bus stop cages or can the conspicuousness of the cycle route be continued in some other way?				
Will lanes be blocked by parked or loading vehicles?				
Is there clearance from parked vehicles?				
Are the cycle lanes of adequate width? (Do they meet the minimum standards required under the DDA? Are they wide enough to cope with predicted levels of cycle flow?)				
Are ASL approach lanes of adequate length (to prevent cyclist weaving through stationary vehicles to reach the ASL) and reservoirs of sufficient depth?				
Has coloured surfacing been considered?				

### Cycle Tracks and Shared Footways/Cycle Tracks

Are sightlines adequate?				
Are “effective” widths adequate?				
Are radii and gradients suitable?				
Are paths free from obstructions?				
Are cyclists given priority at side road junctions through physical measures such as raised tables?				

Details for consideration	Yes	No	N/A	Comments
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**Pedestrian Zones**

Are cyclists permitted to use bus/ servicing/ disabled access routes?				
Can cyclists avoid using heavily trafficked alternative roads?				
Can cyclists reach within 100m of all parts without dismounting?				
Is a segregated cycle route provided?				

**Development Proposals**

Is there direct and safe access for cyclists to all points?				
Is parking provision for cyclists adequate for predicted demand and appropriately located?				

**Other Comments**

## Appendix 4 - CYCLE STATISTICS

### Traffic Composition - City of London

Vehicle Type	1999		2002		Difference	
	Flow	%	Flow	%	Flow	%
Cars	84,778	39.6	69,145	35.2	-15,633	-18.4
Taxi	49,099	22.9	42,630	21.7	-6,469	-13.2
Coach & Buses	7,872	3.7	6,906	3.5	-966	-12.3
LGV	32,670	15.3	39,006	19.9	6,336	19.4
OGV 1	9,137	4.3	7,879	4.0	-1,258	-13.8
OGV 2	1,912	0.9	2,059	1.0	147	7.7
Pedal Cycles	8,152	3.8	10,417	5.3	2,265	27.8
Motor Cycles	20,354	9.5	18,414	9.4	-1,940	-9.5
<b>TOTAL FLOW</b>	<b>213,974</b>	<b>100</b>	<b>196,456</b>	<b>100</b>	<b>-17,518</b>	<b>-8.2</b>

Source: Corporation of London Traffic Composition Survey 2002

### Pedal Cycles as a % of all Vehicles - 2002 (By Street)

Street	%	Street	%
London Wall	4.3	Poultry	9.8
Upper Thames Street	1.1	Queen Victoria Street	8.4
New Bridge Street	3.7	Cannon Street	5.6
Gracechurch Street	9.5	King William Street	11.0
Beech Street	8.1	Queen Street	8.4
Gresham Street	6.5	New Change	2.9

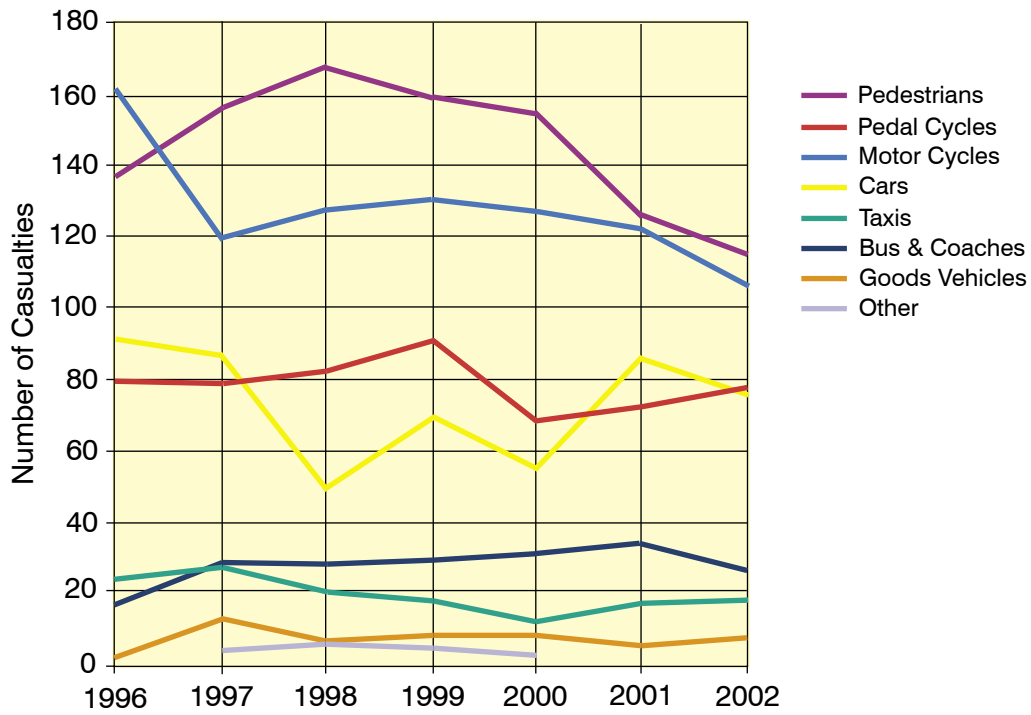
Source: Corporation of London Traffic Composition Survey 2002

## Selected Cycle Count Data 2002

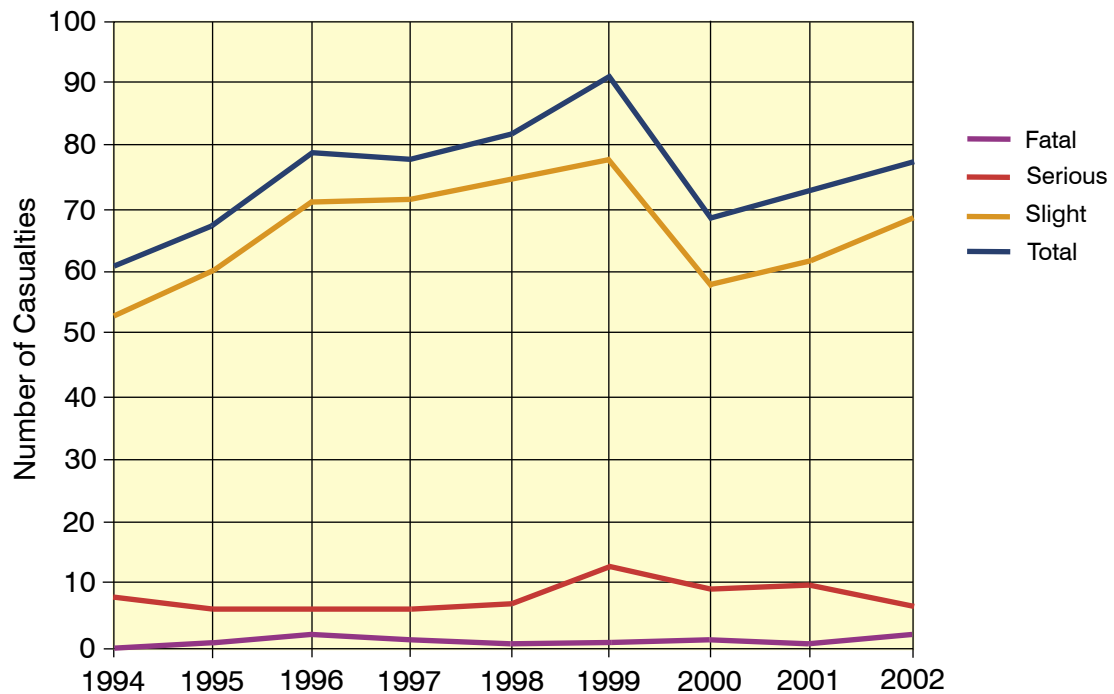
Survey	Street	North-South	South-North	East-West	West-East	TOTAL
<b>Traffic Composition Survey 2002 (12 Hour Count)</b>	New Bridge Street	842	619			<b>1461</b>
	New Change	127	162			<b>289</b>
	Queen Street	330	222			<b>552</b>
	Queen Victoria Street			419	469	<b>888</b>
	King William Street	472	539			<b>1011</b>
	Gracechurch Street			611	599	<b>1210</b>
	Beech Street			413	456	<b>869</b>
	London Wall			182	403	<b>585</b>
	Gresham Street			326	243	<b>569</b>
	Poultry			317	594	<b>911</b>
	Cannon Street			313	399	<b>712</b>
	Upper Thames Street			248	224	<b>472</b>
	Mark Lane	135				<b>135</b>
	Old Broad Street	222	192			<b>414</b>
	Long Lane			286	455	<b>741</b>
<b>LCN+ Screenline Counts 2002 (12 Hour Count)</b>	<i>Primrose Street</i>			394	287	<b>681</b>
	<i>Liverpool Street*</i>			22		<b>22</b>
	<i>Wormwood Street</i>			401	339	<b>740</b>
	<i>Threadneedle Street</i>			209	229	<b>438</b>
	<i>Leadenhall Street</i>			505	384	<b>889</b>
	<i>Lombard Street</i>			61	109	<b>170</b>
	<i>King William Street</i>			437	450	<b>887</b>
	<i>Arthur Street</i>			55	48	<b>103</b>
	<i>Lower Thames Street</i>			301	242	<b>543</b>
	<b>TOTAL</b>	<b>2128</b>	<b>1734</b>	<b>5500</b>	<b>4129</b>	<b>13491</b>

\*1 Hour Count

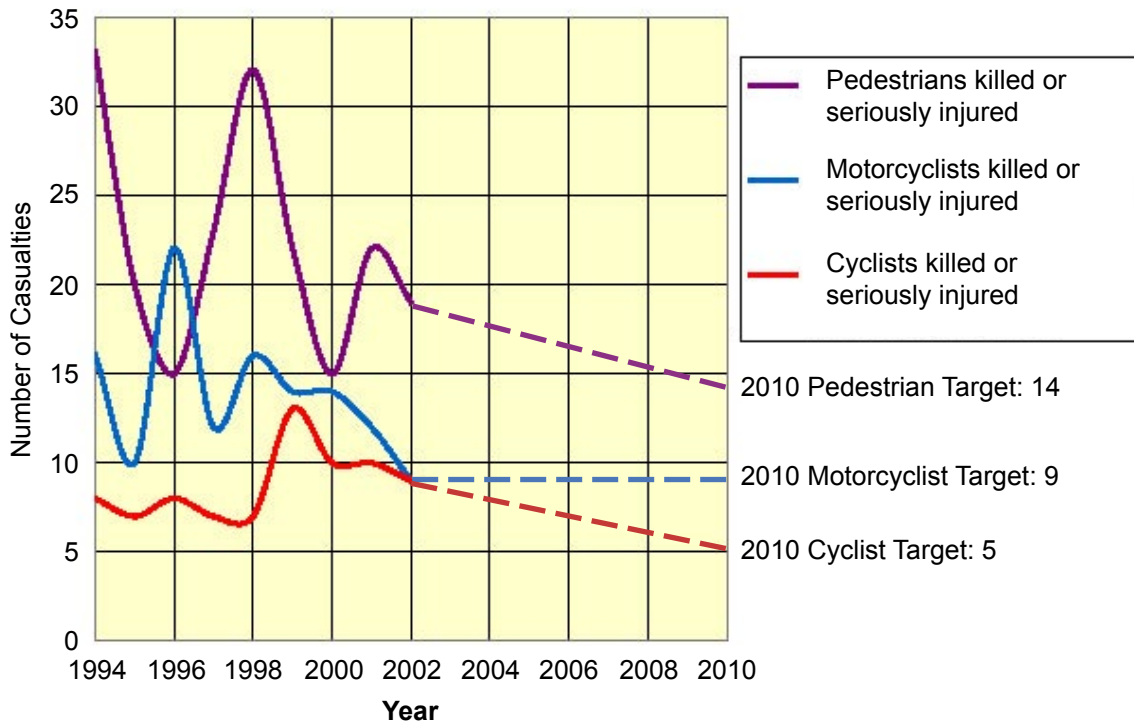
### Casualties by Mode of Travel



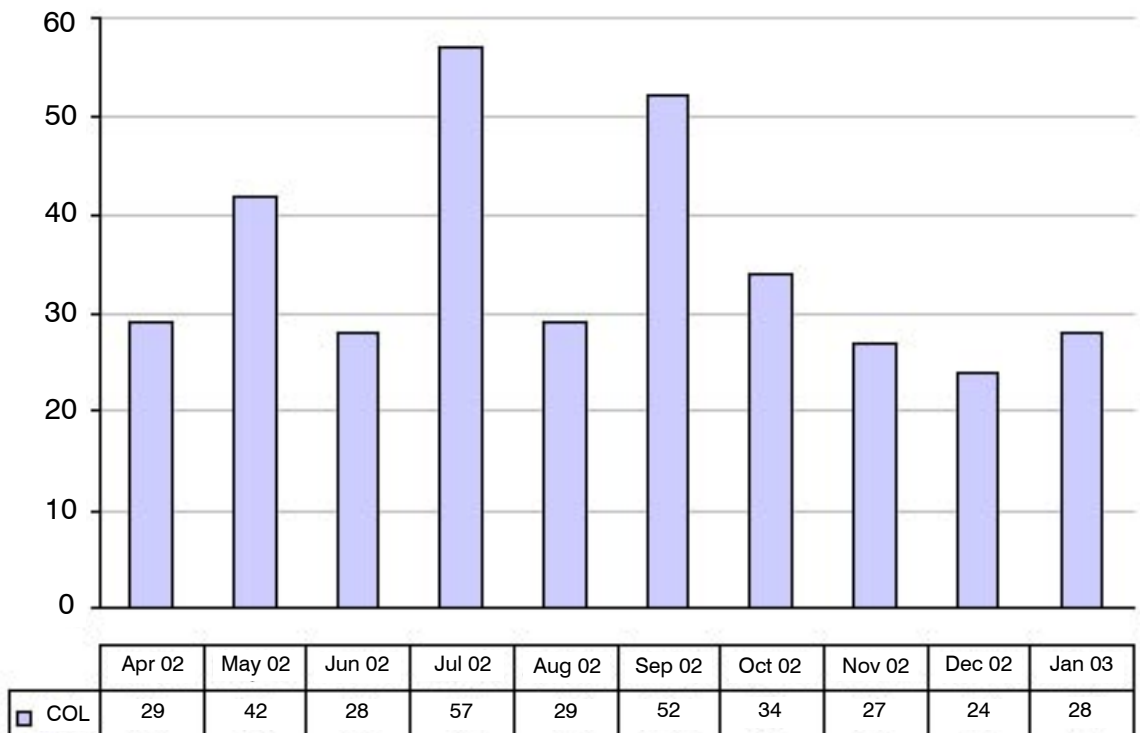
### Severity of Casualties - Pedal Cycles



### Casualty Reduction Targets for the Corporation of London



### Cycle Thefts in the City of London April 2002 - January 2003

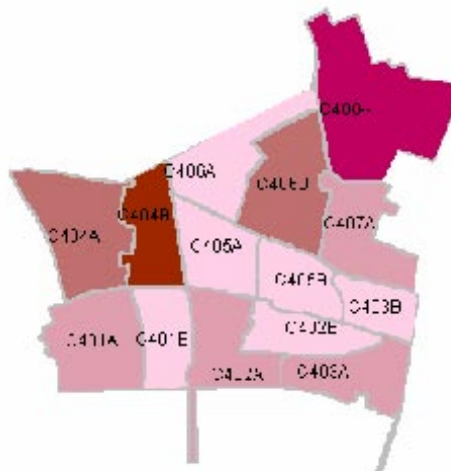


## Theft of Pedal Cycles by Area

Beat Area of Theft of Pedal Cycles - September 2002-January 2003  
 Snow Hill Division: CP4 only

BEAT	SEP	OCT	NOV	DEC	JAN	TOTAL
C408	6	2	4	4	6	22
C404B	4	4	2	2	4	16
C406B	6	3	3		1	13
C404A	2	4	1	1	2	10
C401A		2	2	1		5
C402A	2		2		1	5
C403A	2	2			1	5
C407A	3		2			5
C405A			1	1	1	3
C401B			1		1	2
C402B	1				1	2
C405B	1	1				2
C407B	1		1			2
C403B			1			1
C406A					1	1
<b>TOTAL</b>	<b>28</b>	<b>18</b>	<b>20</b>	<b>9</b>	<b>19</b>	<b>94</b>

Beat Thematic Map of Theft of Pedal Cycles  
 September 2002-January 2003

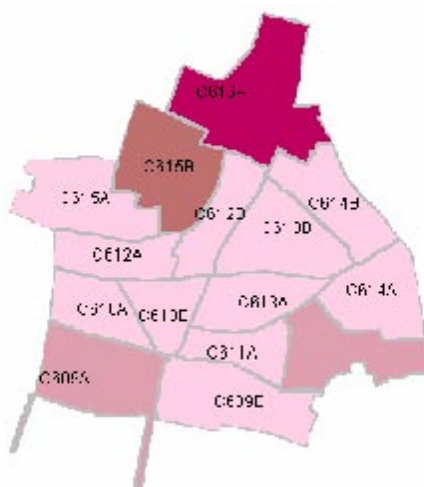


## Theft of Pedal Cycles by Area

Beat Area of Theft of Pedal Cycles - September 2002-January 2003  
 Bishopsgate Division: CP6 only

BEAT	SEP	OCT	NOV	DEC	JAN	TOTAL
C616	5	1	3	8	1	18
C615B	4	1		2	2	9
C609A	1	3		1	3	8
C611B	3			1	1	5
C613A	2	1		1		4
C613B			3		1	4
C615A	4					4
C609B	3					3
C612A		2		1		3
C610B	1	1				2
C611A		2				2
C614A		1	1			2
C614B		1		1		2
C610A	1					1
C612B		1				1
<b>TOTAL</b>	<b>24</b>	<b>14</b>	<b>7</b>	<b>15</b>	<b>8</b>	<b>68</b>

Beat Thematic Map of Theft of Pedal Cycles  
 September 2002-January 2003



## Appendix 5 - CYCLE PARKING STANDARDS

**B1 OFFICE DEVELOPMENT**      One cycle space per 250 sq. m.

**RESIDENTIAL DEVELOPMENT**      One cycle space per dwelling unit, where possible within the building, to provide secure, covered storage.

Para 9.8 of the City of London UDP 2002 states:

*“Cycles have less impact on highway capacity than other forms of transport and have little impact on the environment generally, in terms of noise energy use and pollution. Secure provision for their parking needs should be made to facilitate their use as a convenient means of transport to and within the City. The Corporation will require the provision of off-street parking facilities within development schemes to be reserved for exclusive use by cyclists. The provision of changing and shower facilities will also be encouraged. In B1 office developments one cycle space should be provided for every 250 sq. m. of office floorspace. In residential developments, other than special needs housing, one cycle space should be provided for every dwelling unit, and wherever possible these should be within the building to provide secure, covered storage. On-street cycle parking facilities need to be positioned so that they will not cause danger or obstruction to other highway users, and where they would not be visually detrimental. The Corporation will seek to provide at suitable locations on the public highway parking facilities for cycles intended for short-term use e.g. near libraries, shopping areas, public transport facilities etc. Facilities for longer-term cycle parking will be provided off-street in public car parks.”*

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[www.transportforlondon.gov.uk](http://www.transportforlondon.gov.uk)

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[www.londoncyclenetwork.org.uk](http://www.londoncyclenetwork.org.uk)

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**City Cyclists**  
(LCC City of London local group)  
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London SE1 0HS  
[www.citycyclists.org.uk](http://www.citycyclists.org.uk)  
email: [info@citycyclists.org.uk](mailto:info@citycyclists.org.uk)

**London Travel Information**  
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email: [travinfo@tfl.gov.uk](mailto:travinfo@tfl.gov.uk)

**National Rail Companies**  
Tel: 0845 484950  
[www.nationalrail.co.uk](http://www.nationalrail.co.uk)