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GOVERNANCE AND CYCLE PLANNING IN LONDON

Timeline

- 2000 – GLA created
- 2003 – London congestion charge introduced, bus priority & pro-walking policies
- 2008 – Plan to build London Cycle Superhighways
- 2010 – London cycle hire scheme starts, ‘blue paint’ superhighways start opening
- 2013 – Mayor’s Vision for Cycling published
- 2016 – opening of CSH NS&EW, Quietways and Mini-Hollands under way



Cycling Vision, GLA 2013



Images from
Hackney Cyclist
blog: Before and
After pictures of E-
W Superhighway:

http://hackneycyclist.blogspot.ca/2016_06_01_archive.html



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Shift in approach to risk crucial

Individualising

- Cycling – rather than drivers/roads – seen as dangerous
- Focus on individual solutions – e.g. helmets, hi-vis, training
- Associated with stigma and blaming of cyclists

Socialising

- Road design and/or other road users seen as causing danger
- Focus on collective solutions – infrastructural, legal, policy change etc.
- Associated with holding politicians to account



Achievements

- Mayoral commitments secured in 2012 and 2016 with substantial funding for cycling
- New superhighways at their best are international quality infrastructure (at last!)
- Mini-Hollands potentially radical in a suburban context; area-based interventions including tracks and traffic-reduction schemes
- Quietways less successful: suffered from governance issues and ‘network assurance’
- More schemes appearing (although quality mixed)

Learning points

- Coalitions crucial; learning from each other and from other countries
- Data collection/analysis/visualisation helped build and communicate a case for change
- Changing infrastructure and culture both matter
- Saying thank you for good infrastructure & actions as well as complaining about the bad
- Pressure over deaths is important but ultimately not enough (Outer vs. Central London)

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