



BROMLEY CYCLISTS: CLIMATE SAFE STREETS CAMPAIGN

We are writing to you on behalf of Bromley Cyclists, the local group of the London Cycling Campaign (LCC) which campaigns to make London a place where anyone feels safe to cycle.

We are also committed environmentalists and supporters of the Government's plan to reduce emissions by 78% of their 1990 levels by 2035. Local governments can contribute materially to achieving this target, by enabling people to opt for **active travel** (walking, wheeling and cycling) particularly on short local journeys – while using their cars a bit less. This will also reduce road congestion and improve the physical and mental health of residents who take up active travel. Staying active is absolutely vital for the estimated 11.5% of Bromley's population at risk of developing [Type 2 diabetes](#).

Bromley Council can accomplish changes in this area because it is responsible for transport infrastructure within the borough, and holds much sway over how Transport for London spends its funds here.

The percentage of trips beginning in Bromley that are made by cycle is currently very low, about 1.8% of all trips (source: Bromley Council), so we have one thing to ASK you as a Council candidate.

BROMLEY ACTIVE TRAVEL STRATEGY

Will you commit to the development and implementation of an active travel strategy for Bromley borough that is designed, *inter alia*, to increase the share of cycling to 5% of trips by 2026/27 with continued increases thereafter?

We look forward to your early response and hope you will answer with an unambiguous **YES**. We shall be publishing candidates' responses on our website <http://www.bromleycyclists.org/>, as soon as we receive them.

Implementing this strategy will require a lot of forethought and determination. Below this email we spell out our full ASK, including a list of possible components of the strategy on which you may wish to comment, and the rationale.

BROMLEY CYCLISTS' ASKS

London Cycling Campaign asks each Bromley Council Candidate for May 2022 to commit to the following strategy and target:

To develop and implement an active travel strategy designed, *inter alia*, to increase the share of cycling from approx. 1.8% of trips to 5% by 2026/27 with continued increases thereafter.

We request candidates provide an unambiguous **yes** to the above strategy and target, and to consider the possible components of the strategy:

1. **Safe travel shared by all!** Make it safe for people to walk, wheel and cycle round the borough by introducing 20mph on many more residential roads.
2. **Clear roads for all!** Reduce road congestion, by enabling people to travel by cycle instead of by car, by fixing the top five dangerous junctions which currently make cycling unattractive as a mode of travel.
3. **Active travel for the kids!** Identify and prioritise safe cycling routes to schools that have achieved TfL Gold Star status. Also include secondary schools as young people just learning to travel independently are most at risk from traffic danger.
4. **Active travel for shoppers!** Safe cycling routes to main town centres, recognising that research shows people who walk, wheel and cycle to shops spend more than those who go in SUVs.
5. **Active travel for all!** Plan and implement a comprehensive cycle network to the highest standards. Greatly improve cycle paths across parks and open spaces, so that they become part of this network.
6. **Work with neighbouring boroughs and leverage the support of TfL!** There is massive potential for cycle routes that cross borough boundaries, e.g. from Croydon to Southwark and Lewisham, through Bromley's Crystal Palace Park, but councils must work together to achieve this. TfL is already helping Lewisham develop a segregated cycling highway along the A21 which is TfL-owned; with a bit of political will, Bromley could join that effort.

Why are we asking candidates to commit to the above strategy and target?

There are three key justifications: addressing climate change, the need to decongest our roads and the health benefits of cycling.

Climate change is the most alarming challenge of our time with CO2 emissions the single biggest contributor to global warming. The topic clearly concerns Bromley Council, with its plan for [Net Zero Carbon Emissions of its own operations](#) by 2029, its [Air Quality Action Plan](#) and its [Health and Wellbeing Strategy](#).

So, what more can Bromley Council do to reduce CO2 emissions and improve the health of residents? **It can do much more, by joining up the dots.** A top priority is to enable more people to opt for active travel and notably cycling, which now accounts for only 1.8% of trips¹. The borough's transport emissions are presently above the national and Greater London averages², but there is massive potential for improvement, if we can address the factors holding us back. By far the most important of these is the wholly disproportionate **danger** associated with cycling as a mode of travel³. Given the risk of bike theft, secure bike storage is also needed.

To achieve this transformation, the Council needs an ambitious long-term plan to make it easy for people to develop the cycling habit. Using bikes instead of cars for short trips of less than 5 miles, commuters cycling to railway stations, and children cycling to schools will also decongest our roads and positively impact the health of Bromley residents. Staying active is absolutely vital for the 11.5% of Bromley's population at risk of developing [Type 2 diabetes](#).

If Bromley embarks on such a plan it can expect a very positive response from the Government, which has issued a radical national strategy called [Gear Change, a bold vision for cycling and walking](#), and from TfL which channels funds preferentially to the boroughs that follow the letter and the spirit of the Gear Change strategy.

lcc.org.uk/bromley

¹ https://www.bromley.gov.uk/downloads/file/547/environment_and_community_services_bromley_plan
² [CO2 Emissions \(Local Authorities\) 2019 performance report | London Borough of Bromley](#)
³ https://www.bromley.gov.uk/info/200107/transport_policy/535/local_implementation_plan